2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

58

Mecklenburg County
Town of Boydton
Town of Chase City
Town of Clarksville
Town of LaCrosse
Town of South Hill

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route Length AADT QA 4Thre Bus 2AAA-94/06 Trial 2Trial 2Trial Cris C Factor AAVDT QW Year						Mec	klenburg Mainter	nance Ar	ea							
1	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
1.99	Mecklenburg County				E											
1	1	1.99	1200	G	<u> </u>	1%			0%	С	0.091	F	0.531	1200	G	2003
1	1	6.98	1900	G		1%		12%	0%	F	0.085	F	0.573	1900	G	2003
1	<u> </u>				To: From:		US 58 Big For	rk								
Tompile St		3.43	8200	G	_				0%	F	0.086	F	0.539	8700	G	2003
Darwille St	1 (780)	0.17	110	R	From:		US 58				NA			NA		1993
Danville St	1 Danville St	0.16	5200	N	92 <u>%</u>	0%			0%	N	0.093	N	0.506	5500	N	2003
Danville St	Town of Couth Hill				To:		SCL South Hi	11								
Darville St 0.28 7000 G 92% 0% 3% 1% 3% 0% F 0.09 F 0.559 7400 G 2003	Town of South Fill				From:		SCL South Hi	11								
Darrylle St 0.28 7000 G 92% 0% 3% 1% 3% 0% F 0.09 F 0.559 7400 G 2003	1 Danville St	1.89	5200	G	92%	0%		3%	0%	С	0.093	F	0.506	5500	G	2003
Danwille St	1 Danville St	0.28	7000	G		0%		3%	0%	F	0.09	F	0.559	7400	G	2003
1 Danville St	1 Danville St	0.09	8400	G		0%		3%	0%	F	0.087	F	0.528	8900	G	2003
1 Mecklenburg Ave	~				To: From:		Goodes Ferry B	lvd	-							
1 Mecklenburg Ave	1 Danville St	0.23	9600	G	92%	0%			0%	F	0.089	F	0.505	10000	G	2003
1 Mecklenburg Ave 0.08 7600 G 94% 0% 2% 1% 3% 0% F 0.092 F 0.539 8000 G 2003 1 Mecklenburg Ave 0.58 8800 G 94% 0% 2% 1% 3% 0% F 0.090 F 0.503 9300 G 2003 1 Mecklenburg Ave 2.26 6000 G 94% 0% 2% 1% 3% 0% C 0.096 F 0.526 6300 G 2003 1 Mecklenburg County	~~															
1 Mecklenburg Ave	Mecklenburg Ave	0.16	7800	G	94%				0%	F	0.085	F	0.505	8300	G	2003
Mecklenburg Ave 0.58 8800 G 94% 0% 2% 1% 3% 0% F 0.090 F 0.503 9300 G 2003	1 Mecklenburg Ave	0.08	7600	G					0%	F	0.092	F	0.539	8000	G	2003
Mecklenburg Ave 2.26 6000 G 94% 0% 2% 1% 3% 0% C 0.096 F 0.526 6300 G 2003	(1) Mecklenburg Ave	0.58	8800	G		0%		3%	0%	F	0.090	F	0.503	9300	G	2003
North Carolina State Line South Hold State Line State Heights Height	1 Mecklenburg Ave	2.26	6000	G		0%		3%	0%	С	0.096	F	0.526	6300	G	2003
1	<u> </u>				To-		NCL South Hi	ill								
1 3.54 1800 G	Mecklenburg County				F											
4	1	3.54	1800	G	94%	0%	2% 1%	3%	0%	F	0.091	F	0.657	1800	G	2003
4 4.53 530 G 87% 0% 2% 1% 9% 0% F 0.087 F 0.505 530 G 2003 South End Of John H. Kerr Dam																
4	4	4.53	530	G		0%			0%	F	0.087	F	0.505	530	G	2003
1.46 920 G 87% 0% 2% 1% 9% 0% C 0.107 F 0.61 920 G 2003	4)	0.53	920	N					0%	N	0.107	N	0.61	920	N	2003
Town of Clarksville									-							
4	4	1.46	920	G	_					С	0.107	F	0.61	920	G	2003
Total US 58 Gills State Line State L		·		_	<u> </u>		58-707 Castle He	ights							_	
15	4)	4.50	930	G	_	0%			0%	F	0.104	F	0.521	930	G	2003
15					From:		North Carolina Stat	e Line								
Town of Clarksville	15	4.76	2900	G	87%	1%	2% 1%	10%	0%	С	0.089	F	0.514	2900	G	2003
Town of Clarksville 0.73 6800 N 87% 1% 2% 1% 10% 0% N 0.101 N 0.518 6700 N 2003 15 0.88 8000 G 92% 1% 3% 1% 4% 0% C 0.101 F 0.528 8000 G 2003	15	0.59	6800	G	87%	1%	2% 1%	10%	0%	F	0.101	F	0.518	6700	G	2003
SCL Clarksville	Town of Clarksville						SCL Clarksvil	ıc	I							
US 58 0.88 8000 G 92% 1% 3% 1% 4% 0% C 0.101 F 0.528 8000 G 2003	~~~	0.73	6800	N		1%			0%	N	0.101	N	0.518	6700	N	2003
	~~~	0.00	8000	G		10/		10/	00/		0 101		0.520	8000	G	2002
	(15)	U.00	0000			170			U 70		0.101	r	0.020	0000		۷003

					IVIECI	Kleriburg Mairilei	iance An	<del>c</del> a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		NGL CL 1 T		ī							
(45)	0.84	8000	N	92%	1%	NCL Clarksvil 3% 1%	1e 4%	0%	N	0.101	N	0.528	8000	N	2003
[15]	0.04	0000	••		170				.,	0.101		0.020	0000	.,	2000
(1E)	1.60	6500	G	From: 87%	0%	US 58 East of Clark 3% 1%	8%	0%	F	0.086	F	0.533	6400	G	2003
[15]	1.00	0000	Ū	7	070				•	0.000	•	0.000	0400	Ü	2000
(IE)	6.83	1700	G	From: 87%	0%	SR 49 Near Dortch	Store 8%	0%	С	0.101	F	0.515	1700	G	2003
15	0.00	1700	·	To:	0 /0	Charlotte County		070	O	0.101	•	0.515	1700	J	2000
Town of South Hill				•				•							
—				From:		Mecklenburg A	ve								
(47) W Atlantic Street	0.63	7400	G	92%	0%	2% 1%	4%	0%	F	0.086	F	0.548	7400	G	2003
				From:		Thomas St									
47 W Atlantic Street	0.23	6300	G	92%	0%	2% 1%	4%	0%	С	0.083	F	0.621	6200	G	2003
$\smile$				To-		Opie Rd									
(47) W Atlantic Street	0.39	6700	G	92%	0%	2% 1%	4%	0%	F	0.092	F	0.656	6600	G	2003
				To:		WCL South Hi	11								
Mecklenburg County															
	7.70	0500	_	From:	00/	WCL South Hi		00/	_	0.000	_	0.004	0500	0	0000
47	7.70	3500	G	84%	0%	5% 1%	10%	0%	F	0.082	F	0.631	3500	G	2003
				From:		58-664 Pettys Co					_			_	
47	5.28	3200	G	84%	0%	5% 1%	10%	0%	F	0.088	F	0.613	3200	G	2003
				From:		58-660									
47)	1.46	3000	G	84%	0%	5% 1%	10%	0%	С	0.083	F	0.612	3000	G	2003
				To- From:		58-600		-							
47)	5.20	4200	N	88%	1%	3% 1%	7%	0%	Ν	0.091	Ν	0.501	4200	Ν	2003
<u> </u>				To:		ECL Chase Ci	ty								
Town of Chase City															
E Second Street	0.48	4200	G	From: 88%	1%	ECL Chase Ci 3% 1%	7%	0%	С	0.091	F	0.501	4200	G	2003
E Second Street	0.40	4200	G	00 70	1 70	370 170	1 70	076	C	0.091	г	0.501	4200	G	2003
	0.04	7500	_	From:	40/	Drew St	70/			0.4	_	0.540	7400	_	0000
47 E Second Street	0.21	7500	G	88%	1%	3% 1%	7%	0%	F	0.1	F	0.512	7400	G	2003
				From:		186-5 Marshall		-							
47 E Second Street	0.05	7500	N	88%	1%	3% 1%	7%	0%	N	0.1	N	0.512	7400	N	2003
<u> </u>				From:		SR 49, SR 92		-							
$\begin{pmatrix} 47 \end{pmatrix} \begin{pmatrix} 49 \end{pmatrix}$ N Main Street	0.24	7700	G	93%	1%	3% 0%	3%	0%	F	0.088	F	0.523	7600	G	2003
$\bigcirc$				To: From:		E FIFTH ST									
(47) (49) N Main Street	1.02	6700	G	92%	1%	2% 1%	4%	0%	С	0.094	F	0.548	6600	G	2003
				To:		SR 49, WCL Chase	e City								
Mecklenburg County				•											
	F F 4	4000	_	From:	00/	SR 49, WCL Chase		00/	_	0.000	_	0.544	4000	0	0000
47	5.54	1900	G	84% To:	0%	2% 3% Charlotte County	12%	0%	F	0.086	F	0.544	1900	G	2003
				From:											
	8.64	1400	G	91%	1%	Halifax County I 3% 0%	ine 5%	0%	С	0.089	F	0.568	1400	G	2003
49	0.04	1400	G	To:	1 /0	US 58 West Clark		070	C	0.003	'	0.500	1400	U	2003
				From:		US 58 East of Clark									
(49) (58)	1.75	12000	G	83%	1%	2% 1%	13%	1%	F	0.085	F	0.52	12000	G	2003
$\sim$				To:		WCL Clarksvil	le								
Town of Clarksville								•							
$\bigcap$	0.07	0500	_	From:	40/	WCL Clarksvil		40/	_	0.000	_	0.547	0.400	0	0000
49 [58]	0.97	9500	G	83%	1%	2% 1%	13%	1%	F	0.083	F	0.517	9400	G	2003
	_			From:		RT 15 & RT 5						_			
(49 <i>)</i> {15}	0.88	8000	G	92%	1%	3% 1%	4%	0%	С	0.101	F	0.528	8000	G	2003
$\sim$				To:		CL Clarksville	e								

Route  Mecklenburg County  49 15  49 15  49 49  49  W Second Street  49 W Second Street  49 E Second St  49 N Main Street  49 N Main Street	Length  0.84  1.60  2.06  5.90  3.92  0.23	8000 6500 2700 2500	QA N G	4Tire  92%  To From: 87%  To From: 93%	0%	58 EAST OF CLARKS	Trail 4% VILLE		QC N	K Factor 0.101	QK N	Dir Factor 0.528	AAWDT	QW N	Year 2003
49 15 49 15 49 49 49 49 49 W Second Street 49 W Second Street 49 E Second St 49 N Main Street	1.60 2.06 5.90 3.92	6500 2700	G G	92%  To: From: 87%	US 0%	CL Clarksville 3% 1% 58 EAST OF CLARKS	<b>4%</b> VILLE		N		N		8000	N	2003
49 (15) 49 49 49 49 W Second Street 49 W Second Street 49 E Second St 49 N Main Street	1.60 2.06 5.90 3.92	6500 2700	G G	92%  To: From: 87%	US 0%	3% 1% 58 EAST OF CLARKS	VILLE	0%	N	0.101	N	0.528	8000	N	2003
49  49  Town of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	2.06 5.90 3.92	2700	G	87%	0%										
49  49  Town of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	2.06 5.90 3.92	2700	G	To: From:		3% 1%									
49  Town of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	5.90 3.92				US		8%	0%	F	0.086	F	0.533	6400	G	2003
49  Fown of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	5.90 3.92			93 /0	1%	3% 0%	TORE 3%	0%	F	0.101	F	0.511	2700	G	2003
Town of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	3.92	2500		To:	1 70		370		'	0.101	·	0.511	2700		2003
49  Town of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street			G	93%	1%	58-609 3% 0%	3%	0%	F	0.103	F	0.553	2500	G	2003
Fown of Chase City  49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street				To: From:		58-696									
49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	0.23	2400	G	93%	1%		3%	0%	F	0.09	F	0.563	2300	G	2003
49 W Second Street  49 W Second Street  49 E Second St  49 N Main Street	0.23			To:		WCL Chase City					—				
49 W Second Street  49 E Second St  49 N Main Street	0.23			From:		WCL Chase City		1							
49 E Second St  49 N Main Street	-	2100	G	93%	1%	3% 0%	3%	0%	С	0.094	F	0.513	2100	G	2003
49 E Second St  49 N Main Street				From:		SR 92		}							
49 N Main Street	0.56	6400	G	93%	1%	3% 0%	3%	0%	С	0.097	F	0.559	6300	G	2003
N Main Street	0.19	6900	G	From: 93%	1%	Endly St 3% 0%	3%	0%	F	0.094	F	0.552	6800	G	2003
	0.19	0900	G	70:	1 /0	N Main St	3 /0	0 /0	'	0.034	•	0.552	0000	G	2000
	0.04	7700	_	From:	40/	E Second St	00/	00/	_	0.000	_	0.500	7000		0000
49 N Main Street	0.24	7700	G	93%	1%		3%	0%	F	0.088	F	0.523	7600	G	2003
49) 11 Main Street	1.02	6700	G	From: 92%	1%	E Fifth St 2% 1%	4%	0%	С	0.094	F	0.548	6600	G	2003
				To:		SR 47	170			0.001		0.010			
Mecklenburg County								•							
	3.95	1300	G	89%	0%	SR 47 4% 1%	6%	0%	F	0.083	F	0.514	1300	G	2003
49	0.00			To:		Lunenburg County Lir		0,70		0.000		0.011	1000		2000
~~~				From:		Halifax County Line									
58	2.96	4900	G	83%	1%	2% 1%	13%	1%	F	0.084	F	0.581	4900	G	2003
~~~	2.00	5000		From:	10/	58-735	120/	10/		0.070	F	0.511			2002
[58]	2.99	5800	G	83%	1%		13%	1%	F	0.078	Г	0.511	5700	G	2003
(58)	1.75	12000	G	From: 83%	1%	SR 49 West of Clarksvi	118 13%	1%	F	0.085	F	0.52	12000	G	2003
90)				To:		WCL Clarksville									
Town of Clarksville				From:		***************************************									
(58)	0.97	9500	G	83%	1%	WCL Clarksville	13%	1%	F	0.083	F	0.517	9400	G	2003
36)				To:		W US 15									
(58) (15)	0.88	8000	G	92%	1%	W US 15 & SR 49 3% 1%	4%	0%	С	0.101	F	0.528	8000	G	2003
(36) (13)				To:		CL Clarksville	.,,								
Mecklenburg County															
(EQ) (1E)	0.84	8000	N	92%	1%	CL Clarksville 3% 1%	4%	0%	N	0.101	N	0.528	8000	N	2003
[58] [15]	0.54				. 70		170		.,	0.101		0.020			
58	8.28	4200	Α	From: <b>84%</b>	1%		12%	0%	С	0.108	Α	0.591	4200	Α	2003
				To		WCL Boydton									
Town of Boydton				From		WCI Danitan		-							
58		4200	N	84%	1%		12%	0%	N	0.108	N	0.591	4200	N	2003
	0.60			To:											
Mecklenburg County	0.60			10.		NCL Boydton									
(58)	0.60			ŀ				<u> </u>							
30	0.60	4200	N	From: 84%	1%	NCL Boydton	12%	0%	N	0.108	N	0.591	4200	N	2003
58  Town of Boydton  58  Mecklenburg County				From: 84%		WCL Boydton  WCL Boydton  2% 1%									

					Meck	lenburg Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		SR 92									
58	0.92	5300	G	84%	1%	2% 1%	12%	0%	F	0.085	F	0.531	5300	G	2003
58	4.87	5800	G	84%	1%	SR 386 2% 1%	12%	0%	F	0.085	F	0.617	5900	G	2003
58	4.23	5300	G	84%	1%	SR 4 2% 1%	12%	0%	F	0.08	F	0.514	5300	G	2003
58 1	3.43	8200	G	92%	0%	US 1 Big Fo 3% 1%	3%	0%	F	0.086	F	0.539	8700	G	2003
58	2.59	11000	G	79%	1%	1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1	17%	1%	F	0.089	F	0.548	11000	G	2003
The second will					2	CL South Hill; Ma	pie Lane								
Town of South Hill				From:	S	CL South Hill; Ma	ple Lane								
58	0.69	11000	N	79%	1%	1% 1%	17%	1%	N	0.089	N	0.548	11000	N	2003
58 E Atlantic Street	0.29	19000	G	79% To:	1%	BUS US 58; Cour 1% 1% ECL South Hill	17%	1%	F	0.080	F	0.506	19000	G	2003
Mecklenburg County															
58	1.27	14000	G	79% To:	1%	ECL South Hill  1% 1%  WCL LaCros	17%	1%	F	0.084	F	0.515	13000	G	2003
T. CI.C.						WCL Euclos	30								
Town of LaCrosse  58	0.52	14000	N	79% To:	1%	WCL LaCros	17%	1%	N	0.084	N	0.515	13000	N	2003
				<u> </u>		ECL LaCros	se								
Mecklenburg County  (58)	0.61	14000	N	From:	1%	ECL LaCros	se 17%	1%	N	0.084	N	0.515	13000	N	2003
<u></u>				To: From:		58-644		]-							
58	1.98	11000	G	79% Ta-	1%	1% 1% WCL Brodn	17%	1%	F	0.077	F	0.51	11000	G	2003
Town of Brodnax				From:		war n. i		Т							
58	0.46	11000	N	79% To:	1%	WCL Brodn: 1% 1% Brunswick Count	17%	1%	N	0.077	N	0.51	11000	N	2003
Town of Boydton															
Bus (58)	0.48	1700	G	96%	1%	US 58 West of B 2% 0%	oydton 1%	0%	F	0.102	F	0.56	1700	G	2003
Bus				From:		SR 92		ŀ							
58	0.55	1200	G	96% To:	1%	2% 0% NCL Boydto	1% on	0%	С	0.123	F	0.632	1200	G	2003
Mecklenburg County															
Bus (58)	0.05	1200	N	96%	1%	NCL Boydto 2% 0%	n 1%	0%	N	0.123	N	0.632	1200	N	2003
				To:		US 58 East of Bo	ydton								
Bus  (58) 1 Danville St	0.16	5200	N	92% To:	0%	US 1 North 3% 1% SCL South H	3%	0%	N	0.093	N	0.506	5500	N	2003
Town of South U:II				<u> </u>		SCL SOUII I									
Bus Payrilla Ot	4.00	F00°	_	From:	001	SCL South H		001		0.000	_	0.500			0000
58 1 Danville St	1.89	5200	G	92%	0%	3% 1%	3%	0%	С	0.093	F	0.506	5500	G	2003
Bus				From:	•••	Locust St					_				
58 1 Danville St	0.28	7000	G	92% To:	0%	3% 1% Plank Rd	3%	0%	F	0.09	F	0.559	7400	G	2003

						Meck	ienburg	Mainten	ance Are	ea							
Route	Le	ength	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill					-												
Bus Danville	o C+ (	2.00	9400	G	92%	0%	3%	lank Rd 1%	3%	0%	F	0.007	F	0.520	9000	C	2002
58) (1) Danville	esi (	0.09	8400	G	92%	U%				U%	Г	0.087	Г	0.528	8900	G	2003
Bus					From:			s Ferry Bl	vd								
$\{58\}$ $\{1\}$ Danville	e St C	0.23	9600	G	92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	10000	G	2003
Bus					To: From:			lenburg A	ve								
~~~	enburg Ave C	0.16	7800	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.505	8300	G	2003
\bigcirc					To:		US 1; SR	47 Atlan	tic St								
Bus		. 40	40000		From:	00/		1; SR 47	00/	00/		0.070		0.544	40000		0000
58 Atlantic St	C	0.48	12000	N	94%	0%	2%	1%	2%	0%	N	0.079	N	0.511	13000	N	2003
Bus					From:		W	indsor St									
58 Atlantic St	C	0.66	12000	G	94%	0%	2%	1%	2%	0%	С	0.079	F	0.511	13000	G	2003
<u> </u>					To:		1	US 58									
<u> 1ecklenburg Count</u>	tv				From:		Mand C	-II- C	т:.	,							
North	Δ	4.23	12000	Α	78%	1%	North Car 1%	olina State	2 Line 18%	1%	С	0.142	Α		11000	Α	2003
85	Combined Tr		25000	F	76%	1%	1%	0%	20%	1%	C	0.142	A	0.578	21000	F	2000
		J. 110.			To	1 /0		58-903	_0 /0	1 /0						<u> </u>	
North			4000		From:	401			4001		_	0.0=:	_	-	100		
85		3.14	12000	G	78%	1%	1%	0%	18%	1%	F	0.074	F		10000	G	2003
	Combined Tr	rattic:	22000	G	76%	1%	1%	0% South Hil	20%	1%	F	0.070	F	0.59	19000	G	
ec a ren					I .		SCL	South Till	1	J							
Yown of South Hill North					From:		SCL	South Hil	1								
85)	C	0.25	12000	G	78%	1%	1%	0%	18%	1%	F	0.074	F		10000	G	2003
	Combined Tr	raffic:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G	
Jorth					To: From:			US 58									
North (85)	2	2.53	11000	G	78%	1%	1%	0%	18%	1%	F	0.075	F		9100	G	2003
05)	Combined Tr		21000	G	76%	1%	1%	0%	20%	1%	F	0.073	F	0.536	17000	G	
					To:	.,,		US 1			-		-				
North		. 50	7500	•	From:	40/			400/	40/	_	0.000	_		0000	0	0000
85		0.53	7500	G	78%	1%	1%	0%	18%	1%	F	0.082	F	0.545	6300	G	2003
	Combined Tr	гаттіс:	18000	G	76% To:	1%	1% NCL	0% South Hil	20%	1%	F	0.074	F	0.545	15000	G	
1l-lh C	4						TTEL	Bouth III									
Mecklenburg Count North	LY				From:		NCL	South Hi	1								
85)	3	3.84	7500	G	78%	1%	1%	0%	18%	1%	F	0.082	F		6300	G	2003
	Combined Tr	raffic:	18000	G	76 <u>%</u>	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
					To:		Brunswic	ck County	Line								
South		1.50	40000	_	From:	40/	North Car			40/	_	0 4 4 7	Г.		14000	_	0000
85		4.59	12000	F	75%	1%	1%	0%	21%	1%	С	0.147	В		11000	F	2003
	Combined Tr	anic:	∠5000	F	76%	1%	1%	0%	20%	1%	С	NA			21000	F	
South					From:		:	58-903									
85)	7	7.78	9800	G	75%	1%	1%	0%	21%	1%	F	0.073	F		8200	G	2003
\sim	Combined Tr	raffic:	22000	G	76%	1%	1%	0%	20%	1%	F	NA			19000	G	
					To:		SCL	South Hil	I								
Town of South Hill					From:		SCI	South Hil	1	ī							
South 85	C	0.40	9800	G	75%	1%	1%	0%	21%	1%	F	0.073	F		8200	G	2003
(00)	Combined Tr		22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G	,
		-		-	To:			US 58									
					From:												
South		70	0000	•	750/	40/	40/	00/	240/	40/	_	0.074	_		0200	0	2000
South 85	2 Combined Tr	2.72	9800 21000	G G	75% 76%	1% 1%	1% 1%	0% 0%	21% 20%	1% 1%	F F	0.074 NA	F		8300 17000	G G	2003

					IVIECK	denburg	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill				From:			US 1		Ī							
South 85	0.29	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G	2003
	bined Traffic:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
				To:		NCI	L South Hil	l								
Mecklenburg County				From:		NCI	L South Hil	1	Ī							
South 85	3.74	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G	2003
Com	bined Traffic:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G	
				To		Brunsw	ick County	Line								
Town of Boydton				From:		TI	S 58 Bus		Ī							
92	0.32	1300	G	97%	0%	1%	0%	1%	0%	С	0.102	F	0.694	1300	G	2003
<u> </u>				To:		NC	L Boydton									
Mecklenburg County									-							
	9.25	1300	N	97%	0%	NC 1%	L Boydton 0%	1%	0%	N	0.102	N	0.694	1300	N	2003
92	9.25	1300	IN	91 70 To:	076		Chase City		0%	IN	0.102	IN	0.094	1300	IN	2003
Town of Chase City				<u>I</u>				,								
	_		_	From:			Chase City			_		_			_	
92 S Main Street	0.44	3400	G	93%	1%	2%	1%	3%	0%	С	0.112	F	0.582	3400	G	2003
O Main Otropat	0.00	0700		From:	40/		"B" ST	00/	00/		0.407		0.500	0700		0000
92 S Main Street	0.23	3700	G	93%	1%	2%	1%	3%	0%	F	0.107	F	0.568	3700	G	2003
N Main Street	0.21	5000	G	From: 93%	1%	Sy 2%	rcamore St 1%	3%	0%	F	0.098	F	0.549	4900	G	2003
92 N Main Street	0.21	5000	G	93 70 To:	170		Second St	370	076	Г	0.096	г	0.549	4900	G	2003
				From:		(S RT 49									
92 49 E Second St	0.19	6900	G	93%	1%	3%	0%	3%	0%	F	0.094	F	0.552	6800	G	2003
				From:	10/		NDLY ST	201								
92 (49) W Second S	treet 0.56	6400	G	93%	1%	3%	0%	3%	0%	С	0.097	F	0.559	6300	G	2003
	0.00	2000		From:	00/		N SR 49	40/	00/		0.000		0.504	0700		0000
92	0.22	3800	G	91% To:	0%	3% WCI	1% L Chase Cit	4%	0%	С	0.096	F	0.524	3700	G	2003
Mecklenburg County				<u> </u>		****	2 Chase Cit	,	<u>I</u>							
Meckienburg County				From:		WCI	L Chase Cit	у								
(92)	3.42	3800	N	91%	0%	3%	1%	4%	0%	N	0.096	N	0.524	3700	N	2003
				To: From:			609; 58-684									
92	0.21	3800	N	91%	0%	3%	1%	4%	0%	N	0.096	N	0.524	3700	N	2003
				From:	201		58-600	10/								
92	1.52	3800	N	91% To:	0%	3% Charlot	1% te County I	4%	0%	N	0.096	N	0.524	3700	N	2003
Town of South Hill						Charlot	ic County I	JIIC								
Town of South Hill				From:			US 1									
(138)	0.38	3300	G	89%	1%	2%	1%	7%	0%	F	0.095	F	0.577	3300	G	2003
				To:		NCI	L South Hil	l								
Mecklenburg County				From:		NCI	L South Hil	1	1							
(138)	2.89	2800	G	89%	1%	2%	1%	7%	0%	С	0.089	F	0.53	2800	G	2003
				To:		Lunenbu	urg County	Line								
				From:		Charlot	te County I	ine								
600	0.84	90	R								NA			NA		08/14/2001
	221	7^		From:		SR	92 WEST				N. A			N.1.0		00/44/0004
600	0.91	70	R								NA			NA		08/14/2001
	0.47	222		From:		SI	R 92 MID				NI A			NIA		00/44/0004
600	0.17	220	R								NA			NA		08/14/2001
<u></u>	2.54	330	R	From:			58-609				NA			NA		1998
600	2.34	330	ĸ	To:		SR	92 EAST				INA			INA		1990
						JI	- / 1/11/1									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			(.)(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:				ZIIall		i actor		i autui			
600	0.72	330	R			SR 92 EAS	01		l	NA			NA		1998
				To: From:		WCL Chase			<u> </u>						
600	2.23	310	G	96%	2%	1% 0%	0%	0%	С	0.1	F	0.613	310	G	2003
				From:		58-671 SOU	TH								
600	3.65	60	R							NA			NA		08/06/200
	0.70			From:		58-680				NIA			NIA		00/00/000
600	0.78	90	R	To:		SR 47				NA			NA		08/06/200
				From:		Halifax County	Line								
601)	0.80	80	R							NA			NA		10/29/200
				To: From:		58-789									
601)	1.76	160	R	To:		58-732		1	İ	NA			NA		1998
				From:		Halifax County	/ Line								
602	0.90	320	G	94%	2%	2% 1%		0%	F	0.111	F	0.569	320	G	2003
				To: From:		58-789									
602	2.00	280	G	94%	2%	2% 1%	2%	0%	С	0.11	F	0.516	280	G	2003
				From:		58-735									10/01/000
602	0.66	60	R	To:		Dead End	1		1	NA			NA		10/24/2001
				From:		Charlotte Coun									
603)	0.30	60	R				,			NA			NA		1998
				To: From:		58-607									
603)	2.00	100	R	To:		GD 45			Ì	NA			NA		08/14/200
				From:		SR 47	ata Lina								
604)	1.00	46	R			North Carolina St	ate Line			NA			NA		09/24/200
				To- From:		58-738									
<u>604</u>	1.60	45	R	riom.						NA			NA		09/24/2001
				To: From:		SR 49									
(604)	1.90	90	R							NA			NA		1998
	0.70	70		From:		58-737				NIA			NIA		00/04/000
(604)	0.70	70	R	To:		Halifax County	Line		İ	NA			NA		09/24/200
				From:		58-609	<u> </u>								
605)	0.90	70	R							NA			NA		08/14/200
_				To: From:		58-695									
605	0.20	70	R	To:		GL 1 G		1	ı	NA			NA		1998
				From:		Charlotte Coun North Carolina St									
606)	1.20	220	R			North Carollia S	ate Line			NA			NA		1998
000				To:		SR 49									
\bigcirc				From:		Charlotte Coun	y Line								
607	0.70	100	R	To:		58-603			İ	NA			NA		1998
				From:		Dead End	1								
608)	0.80	60	R	<u> </u>		2 Sud Lill	•		ı	NA			NA		08/14/2001
				To:		US 58									
608	2.10	80	R							NA			NA		1998
				To:		58-660									
(200)	2.32	390	G	91%	2%	SR 49 5% 0%	1%	0%	F	0.106	F	0.645	390	G	2003
609	2.32	390	J	9170 To:	∠70	5% 0% 58-763 SOU		U70	F	0.100	Г	0.040	390	G	2003

					Meck	denburg	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		58-7	63 SOUTH	1	1							
609	1.68	330	G	91%	2%	5%	0%	1%	0%	F	0.092	F	0.590	320	G	2003
609	2.20	200	G	91%	2%	5%	40 NORTH 0%	1%	0%	F	0.142	F	0.509	200	G	2003
609	2.30	290	G	91%	2%	5%	10 NORTH 0%	1%	0%	F	0.137	F	0.526	290	G	2003
609	1.70	530	G	From: 91%	2%	5%	58-695 0 %	1%	0%	С	0.161	F	0.518	530	G	2003
609	0.80	790	G	From: 91%	2%	5%	58-687 0 %	1%	0%	F	0.108	F	0.574	790	G	2003
609)	1.90	320	R	From:		SR	92; 58-684				NA			NA		08/14/2001
				To:		Charlot	te County I	Line								
(610)	1.00	290	R	From:			te County I				NA			NA		1998
	4.00			To: From:			09 SOUTH 09 NORTH									4000
610	1.90	140	R	To			58-696				NA			NA		1998
				From:			58-626									
611)	1.50	310	R	т.,							NA			NA		1998
				To: From:			ck County									
612)	1.32	560	R	From:		Brunswi	ck County	Line			NA			NA		1998
(A)	0.05	560	R	From:		1.32 M	II NW OF	CL			NA			NA		1998
612)	0.00	300	- 1	To:			58-903				INA			14/3		1000
				From:			SR 49									
613)	0.35	20	R	To:		Г	ead End				NA			NA		09/24/200
				From:			ead End									
614)	0.80	80	R	To:			58-903				NA			NA		07/10/200
				From:			58-707									
615)	1.82	270	R				36-707				NA			NA		10/15/200
615)	1.62	180	R	To: From:			58-678				NA			NA		10/15/2001
				To: From:			SR 4									
615)	2.93	140	G	81%	3%	6%	1% 58-669	10%	0%	F	0.100	F	0.516	140	G	2003
615)	3.46	210	G	81%	3%	6%	1%	10%	0%	С	0.092	F	0.55	200	G	2003
615)	1.60	630	G	From: 81%	3%	6%	US 1 1% 58-903	10%	0%	F	0.1	F	0.516	620	G	2003
				From:			SR 4		<u> </u>							
616)	0.25	120	R								NA			NA		1998
616)	2.10	260	R	From:			58-710		<u>_</u>		NA			NA		1998
				To:			58-711									
617)	0.90	150	R	From:		D	ead End				NA			NA		07/10/200
	0.00	700		To: From:			58-903				ALA			NIA		4000
617)	2.30	730	R	To:			58-618				NA			NA		1998
																,

Route Length AADT QA 4Tire Bus 2Axie 3FAXie 1Trail 2Trail 2Trail C Factor AAWD Γ QW G		
Columb C	G	
618	G	0000
618		2003
S8-617 S8-617 S8-617 S8-617 S8-618 S	G	2003
618		
Columb C	G	2003
SS-624 SOUTH SS-6	G	2003
SCL La Crosse SCL La Cross		
SCL La Crosse SCL La Crose SCL La Crosse SCL La Crosse SCL La Crosse SCL La Crosse	G	2003
618 0.23 3500 G 96% 1% 2% 1% 1% 0% F 0.100 F 0.588 3500		
Second S	G	2003
Columb County Columb C		
618 0.35 1700 G 96% 1% 2% 1% 1% 0% F 0.105 F 0.517 1600 Mecklenburg County WCL LaCrosse WCL LaCrosse	G	2003
Mecklenburg County	G	2003
618 0.84 1700 G 96% 1% 2% 1% 1% 0% F 0.095 F 0.536 1700 To: US 58 619 1.22 690 G 94% 0% 3% 0% 2% 0% C 0.097 F 0.625 690		
618) 0.84 1700 G 96% 1% 2% 1% 1% 0% F 0.095 F 0.536 1700 To US 58 619 1.22 690 G 94% 0% 3% 0% 2% 0% C 0.097 F 0.625 690		
US 58 US 58	G	2003
619 1.22 690 G 94% 0% 3% 0% 2% 0% C 0.097 F 0.625 690		2000
619 1.22 690 G 94% 0% 3% 0% 2% 0% C 0.097 F 0.625 690		
	G	2003
(619) 0.40 320 K NA NA		07/10/202
To. 50.047		07/10/2001
619 0.14 360 R NA NA		07/10/2001
To 58-788		
(619) 2.46 290 R NA NA		07/10/2001
ты 58-620		
From: 58-626		07/40/000
620 0.10 330 R NA NA		07/10/2001
620 4.00 190 R NA NA		07/23/2001
To: 59.647		
(620) 2.68 260 R NA NA		07/23/2001
To: 58-624		
Town of LaCrosse		
621) 0.34 3600 G 97% 0% 1% 1% 0% F 0.099 F 0.522 3600	G	2003
To US 58		
0.18 1400 G 97% 0% 1% 1% 1% 0% F 0.098 F 0.619 1400	G	2003
Mecklenburg County		
621) 3.03 770 G 97% 0% 1% 1% 0% F 0.109 F 0.625 760	G	2003
58-778		
621) 1.80 290 G 97% 0% 1% 1% 1% 0% C 0.122 F 0.606 290	G	2003
From US LEAST		
621) 1.79 150 R NA NA NA Lunenburg County Line		
To: Lunenburg County Line		10/17/2001

					IVIECK	lenburg Mainter	iance An	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		50.660		-							
622	1.60	170	R	rion.		58-660				NA			NA		08/06/200
				To: From:		58-670									
622	2.60	70	R	To		SD 47, 50 (()	,			NA			NA		08/06/200
				From:		SR 47; 58-662	2	1							
623	0.31	170	R			58-621				NA			NA		1998
623)	2.68	180	R	From:		0.31 ME 58-62	:1			NA			NA		10/17/200
				To:		Brunswick County	Line								
624)	1.05	1500	R	From:		Brunswick County	Line			NA			NA		07/10/200
				To: From:		58-626 SOUT	Н								
624)	2.71	1200	G	97%	0%	1% 0%	1%	0%	С	0.105	F	0.692	1200	G	2003
(624)	0.71	1100	R	From:		58-618 SOUT				NA			NA		07/19/2001
				To:		SCL LaCrosse	2								
Town of LaCrosse				From:		SCL LaCrosse	2								
624)	0.14	1100	R	<u> </u>						NA			NA		07/19/2001
624)	0.22	160	R	From:		58-618 NORT	H			NA			NA		07/19/2001
				To:		58-1503		ļ							
Mecklenburg County				From:		Di-l- Ct-	т:	-							
625)	1.20	200	R			Brunswick County	Line			NA			NA		1998
				To: From:		58-611									
625)	4.29	200	R							NA			NA		1998
				To: From:		58-624		1							
626)	3.00	1000	G	96%	0%	58-903 3% 0%	1%	0%	F	0.1	F	0.612	1000	G	2003
	4.04	4400		From:		58-611	40/	20/		0.004		0.000	1100		2000
626)	4.04	1100	G	96% To:	0%	3% 0% 58-624 SOUT	1%	0%	F	0.091	F	0.662	1100	G	2003
				From:		58-624 NORT									
626	2.40	760	G	96%	0%	3% 0%	1%	0%	С	0.092	F	0.642	750	G	2003
				To:		US 58									
	1.64	250	R	From:		58-618				NA			NA		07/23/2001
627)	1.04	250	K	To:		58-620				INA			INA		011231200
				From:		58-618		1							
628)	0.20	200	R			36-016				NA			NA		1998
				To: From:		58-629									
628	1.50	70	R	To:		50.620				NA			NA		1998
				From:		58-630									
629	1.00	160	R	FIOIII.		58-630				NA			NA		07/23/2001
			_	From:		58-752									
629	1.10	110	R	To		50 (20				NA			NA		07/23/2001
				From:		58-628									
630	2.30	590	R	rion!:		US 1				NA			NA		11/01/2001
				To: From:		58-809									
(630)	4.60	110	R		-					NA			NA		07/23/200
				To-		93-631									

					Mecklenburg Maintenance Area	- K 0//	Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Factor AAWDT	QW	Year
Mecklenburg County				From:	58-631				
(630)	3.50	570	R			NA	NA		11/19/2001
				To: From:	58-618				
631)	1.90	250	R	rioin.	58-630	NA	NA		1998
				To:	58-641				
631)	1.26	310	R			NA	NA		1998
	0.55			From:	58-903				07/00/000
631)	0.55	30	R	To:	Dead End	NA	NA		07/23/2001
				From:	Dead End				
632	0.70	120	R			NA	NA		08/14/2001
				To: From:	58-682 SOUTH 58-682 NORTH				
(632)	1.10	250	R	_	00 002 1 (014111	NA	NA		1998
				To:	Lunenburg County Line				
	1.50	190	R	From:	Dead End	NA	NA		08/14/2001
633)	1.50	190	K	To:	CD 47	INA	INA		00/14/2001
633)	3.20	120	R	From:	SR 47	NA	NA		1998
				To- From:	58-681				
633)	0.60	50	R	From:		NA	NA		1998
				To:	Lunenburg County Line				
(m)	1.30	310	R	From:	SR 47	NA	NA		08/06/2001
634)	1.50	310		To:	58-745	IVA	IVA		00/00/2001
634)	1.70	140	R	From:	30-743	NA	NA		08/06/2001
				To- From:	58-681				
634)	0.49	160	R			NA	NA		08/06/2001
				To:	Lunenburg County Line				
(635)	1.65	320	R	From:	SR 47	NA	NA		07/30/2001
(033)				To	58-659				017007200
(635)	0.97	160	R	From:	36-037	NA	NA		07/30/2001
<u> </u>				To: From:	58-764				
635)	0.10	360	R			NA	NA		07/30/2001
				To: From:	Lunenburg County Line				
636)	2.02	360	R		58-654	NA	NA		07/16/2001
				To-	Lunenburg County Line				
\bigcirc				From:	NWCL SOUTH HILL				
637	1.65	960	G	90%	0% 5% 2% 2% 0%	C 0.096 F	0.678 950	G	2003
	0.72	560	R	From:	58-812	NA	NA		1993
637)	0.12	300		To	58-653	IVA	IVA		1555
637)	1.18	420	R	From:	30-033	NA	NA		07/16/2001
				Tn·	Lunenburg County Line				
\bigcirc	2.22		_	From:	Dead End	***			40/47/005
638)	0.66	20	R	To:	US 1 WEST	NA	NA		10/17/2001
				From:	US 1 EAST				
638	0.90	650	R	_		NA	NA		1998
	0.90	220	R	From:	58-621	NIA	NA		1998
638	0.90	320	ĸ	To:	58-639 WEST	NA	NA		1998

					Mecklenburg Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(: ()K	Dir AAWDT QW actor	Year
Mecklenburg County				From:	50 (20 D A CD			
(620)	0.40	20	R	r tom.	58-639 EAST	NA	NA 10	/17/2001
(638)	0.10		•••	To	Dead End		101	, , , , , _ , , ,
				From:	58-621			
639	1.90	100	R			NA	NA 10	/17/2001
				To: From:	58-638 WEST			
639	1.20	300	R	FIOIII.		NA	NA 10	/17/2001
				To:	Brunswick County Line			
\sim				From:	Charlotte County Line			
640	0.70	120	R			NA	NA 08	/14/200
				To: From:	58-699 WEST			
640	2.40	110	R	To:	50 600 001 1711	NA	NA 08	/14/200
				From:	58-609 SOUTH 58-609 NORTH			
640	2.00	290	R			NA	NA 08	/14/200
				To:	58-696			
640	1.40	250	R	From:	20 000	NA	NA 08	/14/200
				To:	SR 49			
_				From:	58-631			
641)	1.70	210	R			NA	NA 11	/01/200 ⁻
				To:	58-903			
\bigcirc				From:	58-903			10.1.10.00
642	2.83	830	R	To:	50.610	NA	NA 11	/01/200 ⁻
				From:	58-618			
	1.07	250	R	From:	58-642	NA	NA 11	/01/200 ²
643	1.07	230	1	To:	SCL SOUTH HILL GAP	INA	IN/A I II	70 17200
_				From:	ECL SOUTH HILL; GapTerminus			
643	1.20	1000	R	-		NA	NA 11	/19/2001
				To	Dead End			
	0.45	40	_	From:	US 58	NIA	NIA	1000
644	0.15	40	R			NA	NA	1998
$\overline{}$	4.05	47		From:	0.15 ME US 58	NIA.	NA 07	/40/000
644	1.25	47	R	To:	Dead End	NA	NA 07	/10/2001
				From:	58-663			
(645)	1.91	350	R		36-003	NA	NA 10	/17/200
043)				To:	58-664			
				From:	Dead End			
646	0.05	10	R			NA	NA 07	/23/2001
				To:	58-618			
				From:	58-620			
647)	1.80	150	R	To:	58-626	NA	NA 07	/10/2001
				From:				
(649)	0.64	120	R	FIOIII.	Dead End	NA	NA	1998
648)	0.04	120		To:	58-677	14/ (100	1000
				From:	US 1			
649)	2.00	580	R	<u> </u>		NA	NA	1998
				To	2.00 MN US 1			
649)	0.90	120	R	From:	2.00 1111 00 1	NA	NA 10	/17/2001
				To	58-844			
649 649	0.10	180	R	From:	J0-011	NA	NA 10	/17/2001
				To:	SR 138			
					·	<u> </u>		

-					Mecklenburg Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap	QK Dir Factor	AAWDT QV	V Year
Mecklenburg County				From:		1			
650	0.20	160	R	110m.	58-651	NA		NA	10/17/200
				To: From:	US 1]			
650	1.54	1100	R	To:	58-903	NA 1		NA	11/01/200
				From:	58-664	1			
651)	3.12	790	R		20 00.	NA		NA	10/17/200
				To:	WCL SOUTH HILL				
(C)	2.79	130	R	From:	Dead End	J NA		NA	10/17/200
(652)	2.10	100		To:	SR 47 EAST]		IVA	10/11/200
	2.00	480	R	From:	SR 47 WEST	NA NA		NA	07/16/200
652	2.00	400	IX.	To:	Dead End]		IVA	07/10/200
				From:	Dead End				
653	1.00	90	R			NA		NA	07/16/200
				To: From:	58-637	<u> </u>			
(654)	1.00	560	R	FIOIII.	SR 47	J NA		NA	07/16/200
654)				To:	58-636	1			
654)	0.50	220	R	From:	30 050	NA		NA	07/16/200
				To: From:	58-868	<u> </u>			
654)	1.59	150	R			NA		NA	07/16/200
				To: From:	Dead End				
655)	1.20	460	R		58-664	J NA		NA	07/16/200
				To: From:	58-656				
655)	0.65	350	R	From:		NA		NA	07/16/200
				From:	58-854	}			
655)	1.45	430	R			NA		NA	07/16/200
	0.70	000		From:	58-657]		NIA	07/40/200
655	0.79	880	R	To	SR 47 EAST	NA 1		NA	07/16/200
			_	From:	SR 47 WEST				
(655)	3.30	100	R	To:	58-764	NA 1		NA	07/30/200
				From:	Dead End	<u> </u>			
(656)	0.70	20	R			NA		NA	07/16/200
				To:	58-655				
(GE7)	3.30	240	R	From:	58-664	J NA		NA	07/16/200
657)	0.00	2-70	• • • • • • • • • • • • • • • • • • • •	To:	58-655	1		147.	077107200
				From:	58-670				
658	1.85	60	R	_		NA _		NA	08/06/200
	0.05	00		From:	58-830			NΙΛ	00/06/000
658	0.85	90	R	To:	SR 47 WEST	NA]		NA	08/06/200
	- · -		_	From:	SR 47 EAST	J			07/00/00=
658	0.45	50	R			NA		NA	07/30/200
(F50)	1.55	60	R	From:	58-834	NA		NA	07/30/200
(658)	1.00		- 11	To:	58-660	1974		11/7	01/00/200
				From:	58-635]			
659	0.90	120	R			NA		NA	1998
				To-	58-764	<u> </u>			

					Meck	denburg	Maintena	nce Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:							- 40101		- 40101			
660	3.10	310	G	93%	2%	2%	SR 92 0%	2%	0%	С	0.128	F	0.784	300	G	2003
660)	1.50	300	G	93%	2%	2%	77 NORTH 0%	2%	0%	F	0.124	F	0.657	300	G	2003
660	3.71	410	G	From: 93%	2%	58-6 2 %	71 SOUTH 0%	2%	0%	F	0.122	F	0.587	400	G	2003
660	1.70	260	R	From:		SR	47 WEST		-		NA			NA		1993
(660)	4.60	120	R	From:			58-661				NA			NA		07/30/2001
660	1.20	140	R	From:			58-760		-		NA			NA		07/30/2001
660	0.10	180	R	From:			58-658		-		NA			NA		07/30/2001
				To:		SR	47 EAST									
661)	2.30	80	R	From:			58-660				NA			NA		07/30/2001
				To:			58-662									
662)	2.26	220	R	T			47 WEST				NA			NA		08/06/2001
662	0.30	90	R	From:			58-745		•		NA			NA		08/06/2001
662	5.40	70	R	From:			58-661		<u> </u>		NA			NA		07/30/2001
	0.80	150	R	From:		SR	47 EAST US 1				NA			NA		1998
663	0.60	150	K	To			58-709				INA			INA		1990
663	2.40	170	R	From:							NA			NA		1998
663	0.70	70	R	From:			US 58				NA			NA		10/17/2001
663	3.29	350	G	From: 85% To:	3%	3%	58-673 8%	1%	0%	С	0.126	F	0.556	350	G	2003
				From:			58-664 US 1		1							
664)	3.06	620	G	85%	1%	4%	9% 58-663	1%	0%	С	0.099	F	0.565	620	G	2003
664)	1.97	560	G	85%	1%	4%	9%	1%	0%	F	0.139	F	0.517	560	G	2003
664)	2.81	320	G	85% To:	1%	4%	58-655 9% SR 47	1%	0%	F	0.098	F	0.514	320	G	2003
				From:			58-664									
665)	1.10	30	R	То:		Г	ead End				NA			NA		07/16/2001
				From:			58-668		J							
666	0.10	60	R	To:		0.10	MN 58-668	1			NA			NA		1998
666	2.60	50	R	From:							NA			NA		07/16/2001
666	0.05	100	R	From:			58-667 58-664		•		NA			NA		1998
				From:			58-669		<u>_</u>							
667)	1.00	40	R	To:			58-666				NA			NA		07/16/2001
-																

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		58-669		1							
668	1.60	90	R	<u> </u>						NA			NA		07/16/200
	1.40	140	R	To: From:		58-666				NA			NA		1998
668	1.40	140	K	To:		58-664		1		INA			INA		1990
				From:		58-615									
669	2.50	390	G	89%	2%	3% 4%	2%	0%	F	0.092	F	0.513	390	G	2003
	0.42	580	G	From: 89%	2%	US 58 3% 4%	2%	0%	С	0.093	F	0.596	580	G	2003
669				To- From:		58-673									
669	1.69	340	G	89%	2%	3% 4%	2%	0%	F	0.095	F	0.739	340	G	2003
	1.35	400	G	From: 89%	2%	58-674 3% 4%	2%	0%	F	0.098	F	0.598	400	G	2003
669				To		58-671			•	0.000	•	0.000			
669	2.55	150	G	From: 89%	2%	3% 4%	2%	0%	F	0.135	F	0.674	150	G	2003
				To: From:		58-670		ŀ							
669	1.72	320	G	89% To:	2%	3% 4% 58-664	2%	0%	F	0.111	F	0.514	320	G	2003
				From:		58-622									
670	1.70	30	R							NA			NA		08/06/200
	1.00		_	To- From:		58-658				NIA			NIA		00/00/000
670	1.90	50	R	т		50.675				NA			NA		08/06/200
670	0.50	260	R	From:		58-675				NA			NA		1998
				To		58-669									
\bigcirc	2.22		_	From:		SR 47		J							1000
671)	2.20	630	R	To:		58-600 NORTH	1			NA			NA		1998
\bigcirc				From:		08-600 NORTH									
671)	0.36	350	R							NA			NA		1998
671)	0.76	80	R	From:		58-600 SOUTH	I			NA			NA		1998
07)				To:		58-679									
(671)	0.97	120	R	From:		30 077				NA			NA		1998
				From:		0.97 MS 58-679)								
671)	3.00	100	R	To:		58-660 NORTH	ī			NA			NA		08/06/200
				From:		58-660 SOUTH	I								
671)	3.99	150	G	93% To:	1%	3% 0% 58-675 NORTH	2%	0%	С	0.132	F	0.722	150	G	2003
				From:		58-675 SOUTH	I								
671)	1.37	200	G	93% To:	1%	3% 0%	2%	0%	F	0.119	F	0.522	200	G	2003
				From:		58-669									
672	2.85	60	R			58-678				NA			NA		07/16/200
				To:		58-669 NORTH									
672)	2.60	70	R	From:		58-669 SOUTH	[NA			NA		07/16/200°
672)				To:		58-663							•		
				From:		58-669									
673	0.20	420	G	87% To:	2%	3% 6%	2%	0%	С	0.111	F	0.5	420	G	2003
				From:		58-663 US 58; SR 4									
674)	1.50	360	G	93%	2%	2% 0%	3%	0%	С	0.112	F	0.605	360	G	2003
				To		58-669									

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW	Year
Mecklenburg County				From:			•	
675)	1.10	190	R		US 58	NA	NA	1998
				To: From:	58-677			
675	0.18	190	R			NA	NA	1998
				To: From:	0.18 MS 58-677 0.18 MS 58-777			
675)	2.52	90	R			NA	NA	1998
				From:	58-678			
675	0.35	260	R			NA	NA	1998
	0.15	340	R	From:	58-671 SOUTH	NA	NA	1998
675)	0.13	340	K	To:	50 (TI NOPTH	IVA	NA.	1990
675)	2.30	250	R	From:	58-671 NORTH	NA	NA	1998
013				To:	58-670			
				From:	Dead End			
676	0.40	20	R			NA	NA	07/16/2001
	0.50			From:	58-674			07/40/000
676)	0.50	30	R	To	Dead End	NA	NA	07/16/2001
				From:	US 58			
677)	0.07	360	R	<u> </u>	05 30	NA	NA	1998
				To	58-848			
(677)	0.39	280	R	rioii.		NA	NA	10/09/2001
				To: From:	58-703			
(677) (677)	0.81	310	R			NA	NA	1998
				From:	58-762			
677)	1.00	340	R			NA	NA	1998
	0.70	350	R	From:	58-841 NORTH	NA	NA	1998
677	0.70	330	K	т	50,500	IVA	NA.	1990
677)	3.90	70	R	From:	58-688	NA	NA	10/09/2001
011)	0.00			To:	58-691			. 0, 00, 200
(677)	0.60	230	R	From:	36-071	NA	NA	1998
				To:	SR 92 SOUTH			
(677)	3.40	130	R	From:	SR 92 NORTH	NA	NA	10/09/2001
677)	00			To:	58-660 SOUTH			. 0, 00, 200
	3.00	100	ь.	From:	58-660 NORTH	NIA	NA	1998
677	3.00	100	R	To:	58-675	NA	NA	1990
				From:	SR 4			
678)	2.50	140	R			NA	NA	10/15/2001
				To: From:	58-707 EAST 58-707 WEST			
678)	1.61	220	R	<u> </u>	30 707 WED1	NA	NA	10/15/2001
				To: From:	58-615			
678)	3.80	150	R			NA	NA	10/15/2001
				To: From:	US 58			
678)	0.90	830	R			NA	NA	10/15/2001
				From:	58-672			
678)	2.20	310	R	To:	58-675	NA	NA	10/15/2001
				From:	SR 92			
679	0.02	130	R	Ш.	SIX 72	NA	NA	1998
				To:	0.02 MN SR 92			

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Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle	k 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		0.02 MN SR 92									
679	2.90	120	R			0.02 WIIV SIC 92				NA			NA		1998
				To:		58-671									
\bigcirc				From:		58-671									1000
680	1.60	80	R							NA			NA		1998
	1.30	90	R	From:		1.60 ME 58-671				NA			NA		08/06/200
680	1.50	30		To:		58-600				INA			IVA		00/00/200
_				From:		58-633									
681)	1.80	100	R	. —						NA			NA		08/06/200
				To: From:		58-634									
682	1.00	480	R	FIOIII.		SR 49				NA			NA		1998
002				To:		58-683									
682	1.24	390	R	From:		36-063				NA			NA		1998
				To: From:		58-632 SOUTH									
682	0.06	290	R	rioii.						NA			NA		1998
				To: From:		58-632 NORTH									
682	3.30	60	R							NA			NA		08/14/200
				From:		58-840		-							
682	0.17	130	R	To:		SR 47				NA			NA		1998
				From:		Charlotte County Li	20	<u></u>							
683)	3.19	210	R			Charlotte County Li	iic			NA			NA		08/14/200
				To: From:		SR 47 WEST									
692	1.50	270	R	From:		SR 47 EAST				NA			NA		08/14/200
683				To:		58-790									
683	1.20	100	R	From:		36-790				NA			NA		08/14/200
				To:		58-682									
\bigcirc				From:		SR 92; 58-609									201111000
684)	3.80	600	R	To:		SR 47				NA			NA		08/14/200
				From:		Dead End		1							
685)	0.61	80	R	<u> </u>		Doud End				NA			NA		08/06/200
				To:		SR 49									
\bigcirc	2.00	400	_	From:		68-688									00/00/000
686)	2.90	100	R	To:		SR 92				NA			NA		08/06/200
				From:		58-696		1							
(687)	1.99	110	R							NA			NA		08/14/200
				To:		58-609									
Town of Boydton				From:		US 58 BUS		1							
688)	0.15	1100	G	92%	3%	2% 0%	3%	0%	F	0.103	F	0.512	1000	G	2003
				To:		WCL BOYDTON									
Mecklenburg County				From:		WCI DOVERCE		-							
688	2.74	630	G	92%	3%	WCL BOYDTON 2% 0%	3%	0%	F	0.135	F	0.578	620	G	2003
(688)			-	To:		58-798	-	1				-			
688)	3.00	850	G	92%	3%	2% 0%	3%	0%	F	0.16	F	0.619	840	G	2003
				To- From:		58-689 SOUTH									
688	0.97	1300	G	92%	3%	2% 0%	3%	0%	F	0.217	F	0.765	1300	G	2003
				From:		58-697		}							
688	1.28	850	G	92%	3%	2% 0%	3%	0%	F	0.153	F	0.735	850	G	2003
				To:		58-695									

					Meck	lenburg	Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT- "	QC	K	QK	Dir	AAWDT	QW	Year
Mecklenburg County	_					2Axle	3+Axle	1 I rail	21 rail		Factor		Factor			
	0.70	=00	_	From:	00/		58-695	00/	20/	_	0.44	_	0.744	700	_	0000
688	0.76	780	G	92%	3%	2%	0%	3%	0%	F	0.14	F	0.711	780	G	2003
699	0.78	780	G	From: 92%	3%	2%	58-696 0%	3%	0%	F	0.126	F	0.631	780	G	2003
688	0.10			To:	070		89 NORTH			•	0.120		0.001	700		2000
688)	1.25	1100	G	92%	3%	2%	0%	3%	0%	F	0.103	F	0.562	1100	G	2003
				To: From:			58-686		ĺ							
688	2.02	1300	G	92% To:	3%	2%	0%	3%	0%	С	0.108	F	0.504	1300	G	2003
				From:			SR 92 58-701									
689	0.35	930	G	88%	6%	2%	0%	4%	0%	С	0.187	F	0.821	930	G	2003
				To: From:		58-6	88 SOUTH	I								
689	2.30	140	R	Trom:					-		NA			NA		1998
				From:			58-690		-							
689	0.32	250	R								NA			NA		1998
	1.05	470	R	From:		58-8	77 SOUTH	[NA			NA		1998
689	1.05	4/0	K	To:		58-6	88 NORTH	I			INA			INA		1990
				From:			ead End									
690	0.70	50	R						<u></u>		NA			NA		10/09/2001
				To: From:			58-689									
690	0.50	60	R	To:		D	ead End		1		NA			NA		10/09/2001
				From:			58-688		1							
691)	2.80	230	R								NA			NA		10/09/2001
				To:			58-677									
(692)	0.80	90	R	From:		D	ead End				NA			NA		10/04/2001
(692)	0.00	30	- 1	To:			US 58				INA			14/4		10/04/200
				From:			58-703									
693)	1.90	170	R								NA			NA		1998
	0.70	40		From:			US 58		-		NIA			NIA		40/04/2004
693	0.70	40	R	To:			58-848				NA			NA		10/04/2001
				From:		D	ead End									
694)	0.65	20	R								NA			NA		10/09/2001
				To: From:			58-688									
695)	2.50	310	R	r rom.			58-688				NA			NA		1998
000)				To			SR 49									
695)	2.70	300	R	From:					ų.		NA			NA		1998
				From:			58-609									
695)	2.40	130	R	To:			50 605				NA			NA		08/14/2001
				From:			58-605 58-640		<u>_</u>							
696)	1.50	160	R				JJ-0 1 0				NA			NA		1998
				To- From:			58-695									
696	1.20	70	R								NA			NA		08/14/2001
				From:			58-687									
696	0.90	110	R								NA			NA		1998
	0.70	220		From:			SR 49				NI A			NIA		1000
696	2.70	320	R	To			58-688				NA			NA		1998

					IVICCKI	enburg w	antenance	<i>,</i> Alc	·u							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		Deac	l End									
697)	0.89	160	R	<u>L</u>		Deac	Lind				NA			NA		11/19/200
				To: From:		0.89 ME	Dead End									
697)	0.11	160	R	FIGHT.							NA			NA		11/19/200
				To: From:			SOUTH									
	3.10	330	R	From:		SR 49 I	NORTH				NA			NA		1998
697)	3.10	330	K	To:		58-	688				INA			INA		1990
				From:			609									
698)	2.20	260	R	<u> </u>							NA			NA		11/19/20
				To		SR 49 S										
\frown	2.20	770	_	From:		SR 49 1	NORTH				NIA			NIA		44/40/00
698)	3.20	770	R	To:		58-	701				NA			NA		11/19/20
				From:												
200	1.00	90	R			Deac	d End				NA			NA		08/08/20
699	1.00	00		т		***					147 (14/ (00/00/20
200	1.60	60	R	From:		US	3 15				NA			NA		1998
699	1.00	00		To:		58-640	EAST				14/4			INA		1330
				From:		58-640										
699)	2.30	120	R								NA			NA		1998
				То:			610									
\frown	0.47	40	_	From:		US 15	WEST									1000
700	0.47	40	R								NA			NA		1998
				From:		US 15	EAST									
700	0.25	40	R	To:							NA			NA		08/08/20
				ı ı		Deac										
	0.46	70	В	From:		SR 49 S	SOUTH				NΙΛ			NΙΛ		10/00/20
701)	0.46	70	R								NA			NA		10/09/20
	4.40	000		From:	20/		NORTH	0/	00/		0.455		0.704	000		2002
701)	4.18	890	G	91%	3%	2%		%	0%	С	0.155	F	0.791	880	G	2003
	0.04	400	_	From:		58-	689									40/00/00
701)	0.34	180	R	To:		50	600				NA			NA		10/09/20
				From:			688		1							
702)	2.43	180	R	r tolli.		US	- 38				NA			NA		10/09/20
702)	2.40	100	IX.	To:		58-	701				INA			INA		10/03/20
				From:			d End		1							
703)	0.80	100	R	<u> </u>		Deac	Liid				NA			NA		10/04/20
100				To		58	828									
703	2.78	250	R	From:		36-	626				NA			NA		10/04/20
703)				To:		US 58	EAST									
\bigcirc				From:		US 58	WEST									
703)	0.50	380	R	To:							NA			NA		10/09/20
							677									
	0.60	60	P	From:		Deac	d End				NΙΛ			NΙΛ		10/04/20
704)	0.60	60	R								NA			NA		10/04/20
	4 40	400		From:		58-	705		•		NI A			NIA.		10/04/00
704)	1.40	120	R	To:		59	707				NA			NA		10/04/20
				From:					!							
705	1.90	40	R			Deac	d End	—			NA			NA		10/04/20
705)	1.30	70	11	т —							11/7			INA		10/04/20
	2.00	260	R	From:		58-	823	—			NA			NA		1998
705)	2.00	200	ĸ	To:		58-	704	—	1		INA			NA		1990
						J0-	/ VT									

					IVICCE	delibulă	Mannen	ance An	5a							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:			58-704		ĺ							
705)	0.40	530	R	<u> </u>			50 701				NA			NA		1998
				To:			58-756									
\bigcirc				From:			SR 49									10101100
706)	0.25	10	R	To:		Г	Pead End				NA			NA		10/24/20
				From:		ь	SR 4									
707	1.00	300	G	94%	2%	2%	0%	2%	0%	F	0.114	F	0.539	300	G	2003
				To			678 EAST		1							
707	2.22	220	G	94%	2%	2%	0%	2%	0%	F	0.116	F	0.68	210	G	2003
				To: From:			58-824		1							
707)	2.10	280	G	94%	2%	2%	0%	2%	0%	F	0.102	F	0.588	280	G	2003
				To:			58-615									
707)	3.00	700	G	94%	2%	2%	0%	2%	0%	F	0.109	F	0.556	700	G	2003
				To:		SCL	BOYDTO	N								
Town of Boydton				From:		CCI	DOVDTO	NT.								
707	0.31	1100	G	94%	2%	2%	BOYDTO	2%	0%	С	0.096	F	0.608	1100	G	2003
707)	0.0.			To:			58-1205	-/-			0.000	•	0.000			
(707)	0.13	1300	G	From: 94%	2%	2%	0%	2%	0%	F	0.088	F	0.578	1300	G	2003
101)				To:			BUS; SR									
Mecklenburg County																
	4.00	400	_	From:			SR 4									1000
708)	1.60	120	R	To:			58-669		1		NA			NA		1998
				From:			58-615									
709)	1.80	90	R				38-013				NA			NA		10/17/20
109				To:			58-663									
				From:			SR 4									
710)	3.90	170	R								NA			NA		1998
				To: From:			711 WEST 711 EAST	'								
710	1.00	100	R	<u> </u>			/11 L/151				NA			NA		07/10/20
				To:			58-712									
				From:		58-7	712; 58-713	3								
711)	0.80	290	R								NA			NA		1998
<u> </u>				From:			58-616									
711)	0.60	300	R								NA			NA		1998
			_	From:		58-7	710 WEST									
711)	0.20	300	R								NA			NA		1998
	4.00			From		58-	710 EAST									1000
711)	1.60	300	R								NA			NA		1998
$\overline{}$	0.00	400	_	From:			US 1				NIA			NIA		07/40/00
711)	2.80	120	R	To:		Г	Pead End				NA			NA		07/10/20
				From:		ь	SR 4									
712	0.20	370	R				510 4				NA			NA		10/15/20
				To:			58-715									
712)	3.90	200	G	94%	2%	1%	1%	2%	0%	С	0.091	F	0.684	200	G	2003
				To			US 1									
(712)	3.36	220	G	94%	2%	1%	1%	2%	0%	F	0.116	F	0.654	220	G	2003
				To:			rolina State									
				From:		58-7	711; 58-712	2								
713	2.70	180	R								NA			NA		07/10/20
				To:	-	-	US 1	-								

							interiance A								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck +Axle 1Trai	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		North Carolin	a State Line								
(714)	0.40	210	G	93%	2%	4%	0% 2%	0%	С	0.096	F	0.667	210	G	2003
				To:		58-7									
(715)	0.33	150	G	From: 95%	0%	3%	1% 1%	0%	С	0.111	F	0.667	150	G	2003
(119)				To:		58-7					-				
				From:		North Carolin	a State Line								
716	1.65	70	R	To:		Dead	End		1	NA			NA		10/15/2001
				From:		North Carolin									
717)	0.80	210	G	91%	2%		0% 2%	0%	С	0.132	F	0.517	210	G	2003
<u> </u>				To:		58-8	326								
	0.70	140	R	From:		North Carolin	a State Line			NA			NA		10/15/200
718)	0.70	140	K	To:		58-8	326		İ	INA			INA		10/13/200
				From:		North Carolin	a State Line								
719	1.43	570	G	85%	1%	3%	2% 10%	0%	С	0.102	F	0.661	570	G	2003
				To:		58-8									
(720)	0.20	580	R	From:		58-7	785			NA			NA		08/14/200
720	0.20			To:		SR	49			10,					00/11/200
				From:		Dead	End								
(721)	0.80	70	R							NA			NA		09/24/2001
				To: From:		US	15								
721)	0.70	280	R	To		58-8	222		1	NA			NA		1998
				From:		58-6									
722	1.65	130	R							NA			NA		10/29/2001
				To: From:		US 58 V									
722	1.00	200	R	<u> </u>		03381	LASI			NA			NA		10/29/2001
				To: From:		58-8	369								
722	0.53	140	R	Pioni.						NA			NA		10/29/2001
				To: From:		58-7	731								
722)	2.08	140	R						•	NA			NA		10/29/2001
	1.70	250	R	From:		58-7	767			NA			NΙΔ		10/20/2004
722	1.79	250	K	т		D 15 1 C	m :		Ì	INA			NA		10/29/2001
(722)	1.40	250	R	From:		Dead End; Ga	ap Terminus			NA			NA		10/24/2001
722	1.10			To:		58-730	WEST								10/2 1/200
722)	0.03	660	R	From:		36-730	WEST			NA			NA		10/24/2001
				To: From:		58-730	EAST								
722)	1.25	450	R	FIOII.					, i	NA			NA		10/24/2001
				To: From:		58-7	179								
722	0.55	940	R	To:		TIC CO.	VECT		1	NA			NA		10/24/2001
_				From:		US 58 V									
(722)	1.63	2500	G	92%	1%	3%	3% 2%	0%	F	0.095	F	0.605	2500	G	2003
				To:		WCL Cla	arksville								
Town of Clarksville				From:		WCL Cla	nrksville								
(722)	0.13	2500	N	92%	1%		3% 2%	0%	N	0.095	Ν	0.605	2500	Ν	2003
\bigcirc				To:		ECL Cla	rksville								

					Meck	denburg l	Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		FOI	GI 1 'II									
722	0.07	2500	N	92% To:	1%	3%	Clarksville 3% 5 NORTH	2%	0%	N	0.095	N	0.605	2500	N	2003
				From:		US 1	5 SOUTH									
(722)	0.83	4400	G	92%	1%	3%	3%	2%	0%	С	0.126	F	0.786	4300	G	2003
				From:		58-82	1 SOUTH									10/00/0004
722	0.16	1300	R								NA			NA		10/29/2001
	0.40	400		From:		5	8-1135				NIA.			NIA		40/00/0004
722	0.10	460	R	_							NA			NA		10/29/2001
	0.14	390	R	From:		5	8-1136				NA			NA		10/29/2001
722	0.14	390	ĸ	_							INA			NA		10/29/2001
	0.40	310	R	From:		5	8-1137				NA			NA		10/29/2001
722	0.40	310	ĸ	To:		De	ad End		1		INA			NA		10/29/2001
				From:		North Care		Lina								
(723)	0.60	410	R	<u> </u>		Norui Can	Jilla State	LIIIC			NA			NA		09/24/2001
(723)				To:		-	8-725									
(723)	1.50	470	G	94%	2%	3%	0%	1%	0%	F	0.094	F	0.551	470	G	2003
(723)				To			8-728	.,,		-						
(723)	3.30	680	G	94%	2%	3%	0%	1%	0%	С	0.097	F	0.563	670	G	2003
723	0.00		•	To:				.,,		Ū	0.00.	•	0.000	0.0	•	
(723)	0.22	620	G	From: 94%	2%	3%	0%	1%	0%	F	0.092	F	0.543	620	G	2003
(723)	0.22	020	G	70 To:	2 /0		Clarksville		0 70	'	0.032	'	0.545	020	O	2003
Town of Clarksville				•												
Town of Clarksvine				From:		SCL	Clarksville									
(723)	0.53	700	G	94%	2%	3%	0%	1%	0%	F	0.087	F	0.592	700	G	2003
				To:		Ţ	JS 15									
Mecklenburg County				From:			0. 722		1							
	1.80	70	R	From:		5	8-723				NA			NA		09/24/2001
(724)	1.00	70	K	To:		De	ad End				INA			INA		09/24/2001
				From:			8-814									
(725)	0.90	170	R	<u></u>			0-014				NA			NA		09/24/2001
(723)				To:		5	8-723									
				From:		5	8-737		Ī							
726	0.50	40	R								NA			NA		09/24/2001
				To:		De	ead End									
				From:		North Care	olina State	Line								
(727)	0.69	50	R								NA			NA		10/22/2001
				To: From:		0.69 N	MN OF SL									
727	1.81	230	R								NA			NA		10/22/2001
				To: From:			28 EAST									
707	2.35	330	R	FIOIII.		58-7	28 WEST				NA			NA		1998
727)	2.00	330	1	To:		5	8-871				14/5			INA		1330
				From:			SR 49									
728	0.01	250	R	<u> </u>)IC 1)				NA			NA		1993
				To		5	8-867									
728	1.90	170	R	From:			0-007				NA			NA	_	10/22/2001
20			-	To		50 7	27 WEST				-					
(729)	0.30	310	R	From:		38-7.	21 WESI				NA			NA		10/22/2001
728	0.00	0.0	•	Tar		===	27.51.07				. 47 (.0,22,2001
(700)	0.47	340	R	From:		58-7	27 EAST				NA			NA		10/22/2001
728	0.41	3-10	IX.	To:		5	8-811				INA			INA		1012212001

					Mecklenburg Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT	QW	Year
Mecklenburg County	0.63	400		From:	58-811	NΙΔ		NΙΔ		00/24/200
(728)	0.63	180	R	To:	58-723	NA		NA		09/24/200
				From:	North Carolina State Line					
729	1.40	40	R	<u> </u>	Notui Calonna State Enic	NA		NA		09/24/200
(123)				To:	58-735					
				From:	Dead End					
730	0.70	90	R			NA		NA		10/24/200
				From:	US 58					
(730) (730)	1.22	360	R			NA		NA		10/24/200
<u> </u>				To: From:	58-722					
(730)	1.10	400	R	_		NA		NA		10/24/200
				To:	Dead End					
\bigcirc	4.40	040	_	From:	58-722	NIA		NIA		40/00/000
731)	1.40	210	R	To:	58-732	NA		NA		10/29/200
				From:						
(722)	0.40	120	R		US 58 WEST	NA		NA		10/29/200
732)	0.10	0		Tai	50 (01					10/20/200
720	0.90	280	R	From:	58-601	NA		NA		10/29/200
732	0.00	200			110 to D 1 cm	147 (1471		10/20/200
<u></u>	0.60	540	R	From:	US 58 EAST	NA		NA		10/29/200
(732)	0.00	340	IX.			INA		INA		10/23/200
	0.03	470	R	From:	58-731	NA		NA		10/20/200
(732)	0.03	470	ĸ			INA		NA		10/29/200
	4.07	220		From:	58-767	NIA		NIA		40/20/200
(732)	1.27	230	R	To:	Dead End	NA		NA		10/29/200
				From:						
722	0.01	70	R	<u> </u>	58-735	NA		NA		1998
733	0.0.	. •	••	To:	0.01 ME 50 725					.000
(722)	1.81	70	R	From:	0.01 ME 58-735	NA		NA		1998
733	1.01	. •		To	58-734					1000
				From:	SR 49					
(734)	0.10	440	R			NA		NA		10/24/200
				To:	58-733					
(734)	1.20	330	R	From:		NA		NA		10/24/200
				To	58-800					
(734)	0.70	330	R	From:	23 333	NA		NA		10/24/200
				To	58-730					
734	0.35	770	R	From:		NA		NA		10/24/200
				To:	US 58					
				From:	North Carolina State Line					
735	1.20	80	R			NA		NA		09/24/200
				To: From:	58-729					
(735)	1.50	200	G	93 <u>%</u>	2% 2% 0% 3% 0%	C 0.139	F 0.607	200	G	2003
				To: From:	58-867 Gap Terminus					
735	0.75	200	R		SR 49 Gap Terminus	NA		NA		1998
(133)				To:	50 727					
	3.16	80	R	From:	58-736	NA		NA		1998
735)	5.10	50	11		10.60	11/7		INA		1990
	1.70	400	c	From:	58-602 2% 2% 0% 3% 0%	E 0 117	F 0.570	400	G	2003
735)	1.70	490	G	93% To:	2% 2% 0% 3% 0% US 58	F 0.117	F 0.5/0	480	G	2003
					US 36					

					Mecklenburg Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC OK	AAWDT QW	/ Year
Mecklenburg County				From:	50.505	 		
726	2.90	80	R	FIOIII.	58-735	L NA	NA	10/22/200
(736)				To:	58-602	1		. 0,,
				From:	North Carolina State Line			
737)	1.20	140	R			NA	NA	09/24/200
				To: From:	58-738]———		
737)	0.50	240	R			NA	NA	09/24/200
			_	From:	SR 49]		00/01/000
(737)	0.60	310	R			NA -	NA	09/24/200
	2.00	150	ь	From:	58-829	NA NA	NA	00/24/200
737)	3.00	150	R	To:	58-602	1 NA	NA	09/24/200
				From:	58-737			
738)	2.00	140	R	<u> </u>	30 131	NA NA	NA	09/24/200
				To	NC State Line; Gap Terminus			
738)	0.80	240	R	From:		NA	NA	09/24/200
				To: From:	58-604]		
(738)	1.80	360	R			NA	NA	09/24/2001
				To:	SR 49			
\bigcirc				From:	58-637	J		4000
739	0.20	40	R			NA _	NA	1998
	0.70		_	From:	58-879		- NA	07/40/000
739	0.70	20	R	To:	Dead End	NA T	NA	07/16/200
				From:	58-723	<u> </u>		
740	1.00	160	R		36-723	NA NA	NA	09/24/200
(140)				To:	Dead End			
				From:	Dead End			
(741)	0.90	30	R	. —		NA NA	NA	08/14/200
				To:	SR 47			
740	0.18	370	R	From:	WCL Chase City, SR 49	J NA	NA	08/06/200°
742	0.10	3/0	1	To:	WCL Chase City; SR 92	1	IVA	00/00/200
				From:	58-660			
743)	0.70	60	R			NA	NA	07/30/200
				To:	Dead End			
\bigcirc	4.00	440	_	From:	Charlotte County Line		NIA	00/44/000
744)	1.20	110	R	To:	SR 47	NA T	NA	08/14/2001
				From:	58-634			
745)	2.30	80	R		30-03-4	■ NA	NA	08/06/200
				To-	58-662			
				From:	North Carolina State Line]		
746	1.00	160	R	. —		NA NA	NA	10/15/2001
				To:	Dead End	<u> </u>		
747	0.47	80	R	From:	58-723	J NA	NA	09/24/200
747)	0.47	oo	11	To:	Dead End	IN/A	INC	0012 4 1200
				From:	Dead End			
748)	0.15	9	R			NA	NA	10/24/200
				To	0.15 MN Dead End	<u></u>		
(748)	0.15	40	R	rrom:		NA	NA	10/24/200
				To:	58-871			
748	0.15	40	R	From:	0.15 MN Dead End 58-871	NA 1	NA	10/24

								ance An								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		D	ead End		Ī							
(749)	0.30	10	R								NA			NA		10/29/200
				To-		:	58-722									
\bigcirc			_	From:	201		58 WEST	10/	201	_	2.422	_				
750	0.32	560	G	96% To:	0%	2%	0% Clarksvill	1%	0%	F	0.109	F	0.557	550	G	2003
Town of Clarksville						WCL	Clarksviii	<u> </u>								
_				From:		WCL	Clarksvill	e								
750	0.76	830	G	97%	1%	2%	0%	0%	0%	С	0.099	F	0.512	830	G	2003
				From:			8-1125									
750	0.64	1100	G	96%	0%	2%	0%	1%	0%	С	0.102	F	0.541	1100	G	2003
				From:		US	S 58 East									4.4.0=.000
750	0.09	310	R								NA			NA		11/05/200
	0.00	00		From:		5	8-1103				NIA			NIA		44/05/2000
750	0.09	80	R	To:		Са	roline St		1		NA			NA		11/05/2001
Mecklenburg County						Cu	nonne st									
				From:		D	ead End									
(751)	0.90	940	R	. —							NA			NA		07/10/2001
				To:			19; 58-903									
	0.45	30	R	From:		D	ead End				NA			NA		07/23/2001
(752)	0.45	30	ĸ	To:			58-629		1		INA			NA		07/23/200
				From:			ead End									
(753)	0.70	120	R			Б	caa Lna				NA			NA		11/01/2001
				To:			58-642									
				From:		D	ead End		j							
754)	1.11	190	R	_					1		NA			NA		1998
				To:			US 1									
	0.07	1200	R	From:			SR 47				NA			NA		10/17/2001
755	0.07	1200	K	. —							INA			INA		10/11/200
	0.83	410	R	From:		:	58-806				NA			NA		10/17/2001
755	0.03	410	IX.	To-			58-652				INA			INA		10/11/200
				From:			US 58									
756	0.59	810	G	96%	1%	2%	0%	0%	0%	F	0.108	F	0.661	810	G	2003
				To:		SCL 1	BOYDTO	V								
Town of Boydton																
750	0.37	840	G	96%	1%	2%	BOYDTO!	0%	0%	С	0.089	F	0.513	840	G	2003
(756)	0.57	040	G	30 /0	1 /0			0 70	0 70	C	0.003	•	0.515	040	J	2003
750	0.29	600	G	From: 96%	1%	2%	0%	0%	0%	F	0.087	F	0.558	600	G	2003
(756)	0.20	000	Ū	To:	170			0 70	<u> </u>	•	0.007	•	0.000	000	Ü	2000
756	0.12	200	R	From:			58-707				NA			NA		08/16/2001
756	0.12		••	To:		5	8-1213									00/10/2001
Mecklenburg County																
		46-		From:			58-660	_								00/05/55
(757)	1.00	120	R	To:		D	ead End		1		NA			NA		08/06/2001
-				From:												
(758)	1.00	90	R	eron!			SR 47				NA			NA		07/30/2001
(130)	1.00	-		To:		D	ead End				11/1			14/7		31,30,200
				From:			US 58		1							
759)	1.50	310	R								NA			NA		1993
$\overline{}$				To:	_	D	ead End	_								

					Meckle	nburg Mainte	nance Area							
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:			·							
(700)	1.30	50	R	FIOIII.		58-660			NA			NA		07/30/200
(760)	1.00	00		To	I	unenburg Count	y Line		14/1			147 (01700/200
				From:		US 1								
761)	0.53	220	R						NA			NA		07/30/200
				To:		58-873								
761)	0.97	200	R	r toin:			-		NA			NA		07/30/200
				To:		Dead End								
\bigcirc			_	From:		58-702								00/00/000
(762)	0.37	220	R						NA			NA		08/08/200
\bigcirc	4.07	440		From:		58-856			NIA			NIA		00/00/000
762	1.97	110	R						NA			NA		08/08/200
	0.00	440	_	From:		1.97 ME 58-8	56	NA NA		NIA		00/00/200		
762	0.93	140	R	To:		58-677			NA			NA	08/0	08/08/200
				From:		58-609 SOUT	TI							
763)	0.60	90	R			36-007 300 1	11		NA			NA		08/08/200
(103)				To:		58-875								
(763)	0.79	160	R	From:		30-073		NA	NA		08/08/2001			
(700)				To:		58-609 NORT	Ή							
				From:		SR 47								
(764)	1.20	350	R	<u>-</u>			_		NA			NA		07/30/2001
				To:		58-655	-							
(764)	1.43	200	R						NA			NA		07/30/2001
				To:		58-635								
		_	From:		Dead End								0=1001000	
765)	0.60	230	R	To:		58-624			NA			NA		07/30/2001
				From:										
700	0.20	40	R	rioiii.		US 58			NA			NA		1998
(766)	0.20		••	To:		Dead End	1							1000
				From:		58-732	Ī							
(767)	1.40	340	R		NA		NA		10/29/2001					
				To:		58-722								
\sim				From:		58-626								
(768)	0.73	90	R	To:		D 15 1			NA			NA		07/10/2001
				From:		Dead End								
760	0.60	260	R	r tonn:		Dead End			NA			NA		07/23/2001
769	0.00		••	To:		58-618								017207200
				From:		Dead End								
770	0.30	60	R						NA			NA		10/17/2001
				To:		SR 138								
\bigcirc				From:		58-712								
771)	0.70	140	R	To:	D	1 F 1. C T-			NA			NA		07/10/2001
				From:	D	ead End; Gap Te US 1 Gap Term								
771)	0.60	130	R						NA			NA		07/10/2001
				To:		Dead End								
\bigcirc				From:		Dead End			_					
772	1.00	60	R	т		50 500			NA			NA		08/08/2001
				To:		58-703								
770	0.60	50	R	From:		58-903			NA			NA		07/23/2001
773	0.00	30	ĸ	To		Dead End			INA			INA		0112312001
				11		Dena Dila								

_					Mecklenburg Maintenance Area	17	Б:		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	W Year
Mecklenburg County				From:	58-626				
(774)	0.80	9	R	<u> </u>	30 020	NA		NA	07/10/200
				To	Dead End				
\sim				From:	US 58				
775)	0.09	80	R			NA		NA	1998
				To: From:	0.09 MN US 58				
775)	0.92	80	R	To:	50 (45	NA		NA	10/17/200
				From:	58-645				
776)	0.80	70	R	110	Dead End	l NA		NA	07/10/200
(110)	0.00	. •	•••	To:	58-647				011101200
				From:	Dead End				
(777)	0.08	290	R			NA		NA	1993
				To:	US 58				
\sim				From:	58-621				
778	0.33	210	R			NA		NA	1998
				From:	0.33 MN 58-621				
778	0.36	210	R			NA		NA	1998
				From:	0.69 MN 58-621				
778	0.56	210	R	To:	110.1	NA		NA	1998
					US 1				
779	1.70	240	R	From:	58-722	l NA		NA	10/24/200
	1.70	240	K	To:	Dead End	I NA		INA	10/24/200
				From:	Dead End				
780	0.53	110	N		Dead End	NA		NA	1993
				To:	US 1; US 58	<u> </u>			
780	0.17	110	R	From:	05 1, 05 36	NA		NA	1993
760)				To:	US 1				
				From:	58-728				
(781)	1.00	90	R			NA		NA	10/22/200
				To:	SR 49				
\bigcirc				From:	58-660				0=1001000
(782)	0.70	50	R	To:	Dood Fad	NA		NA	07/30/200
				From:	Dead End				
(783)	1.00	40	R	110	Dead End	NA NA		NA	08/08/200
(765)				To:	He so West	 I			00/00/200
783	0.65	60	R	From:	US 58 WEST	NA		NA	08/08/200
783				To:	US 58 EAST	177.			
				From:	58-722				
784)	1.10	390	R	_		NA		NA	10/29/200
				To:	Dead End				
			_	From:	SR 49				
785)	0.21	540	R			NA		NA	08/14/200
		252		From:	58-720			N16	00// //0==
785	0.29	250	R	To:	Dood End	NA I		NA	08/14/200
				From:	Dead End				
(796)	0.50	80	R	rioni:	Dead End	l NA		NA	10/04/200
(786)	0.50	00	17	To:	US 58	INA		INC	10/04/200
				From:	58-634				
787)	0.35	10	R		J0-0J 4	NA		NA	08/06/200
(181)				To:	Dead End	<u></u>			

					Weckleriburg Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	AAWDT QW	/ Year
Mecklenburg County				From:	Dead End	 		
788	0.90	150	R	<u> </u>	Dead End	I NA	NA	07/10/200
				To:	58-619			
				From:	58-602			
789	1.40	90	R	т	50.601	NA 1	NA	1998
				To:	58-601	<u> </u>		
790	0.30	30	R	r tom.	58-683	I NA	NA	08/14/200
790)	0.00			To:	Dead End]		00/11/20
				From:	58-640			
791)	0.60	120	R			NA	NA	08/14/20
				To:	Dead End			
	0.60	20	R	From:	Dead End] NA	NA	08/06/20
792	0.00	20	K	То:	58-695]	NA.	00/00/20
				From:	58-697			
793)	0.60	70	R	ļ	20 027	NA	NA	08/06/20
				To:	Dead End			
$\overline{}$				From:	Dead End			
794)	0.70	48	R	To:	SR 47	NA 1	NA	07/16/20
				From:		<u> </u>		
795) 1.26	1 26	160	R	110.11.	US 58; 58-675 HAYES MILL RD	I NA	NA	10/09/20
	0			То:	Dead End]		.0,00,20
				From:	58-821			
796) 0.3	0.30	340	R			NA	NA	10/29/20
				To	Dead End			
\bigcirc	0.00	00		From:	SR 92	N/A	NIA	00/00/00
0.80	90	R	To:	Dead End	NA 1	NA	08/06/20	
				From:	58-688			
798)	0.50	70	R	<u> </u>	36*088	NA	NA	10/15/20
				To:	Dead End			
				From:	58-664			
799)	0.10	40	R			NA 1	NA	10/17/20
				To:	Dead End			
200	0.70	47	R	From:	Dead End	J NA	NA	10/24/20
800)	0.70	71		To:	58-734]	14/4	10/24/20
				From:	58-698			
801)	0.25	7	R	_		NA	NA	08/08/20
				To:	Dead End			
\bigcirc				From:	58-684			00111100
802	0.43	140	R	To:	Dead End	NA 1	NA	08/14/20
				From:	58-722	<u> </u>		
803) 0	0.80	120	R	<u> </u>	36-122	I NA	NA	10/29/20
		-		To	Dead End			
	<u> </u>			From:	US 15 SOUTH	<u> </u>		
804)	0.60	90	R			NA	NA	09/24/20
				To: From:	58-846]		
804)	0.40	470	R			NA	NA	09/24/20
				To-	US 15 NORTH			
<u> </u>	0.05	070	_	From:	SR 49		NIA	00/4/4/00/
805)	2.05	270	R	To-	58-600	NA 1	NA	08/14/200
					30-000	l		

					Mecklenburg Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus	K QK Dir QC Factor Factor	AAWDT QW Yea	ar
Mecklenburg County				-		Tactor Tactor		
806)	0.39	360	R	From:	Dead End	NA NA	NA 10/17/	/2001
				To: From:	58-876			
806)	0.17	390	R			NA	NA 10/17/	/2001
				To	58-755			
(807)	0.50	30	R	FIOIII.	58-664	l NA	NA 07/16/	/2001
(607)				To	Dead End			
\bigcirc				From:	Dead End			
808	0.24	30	R	To:	58-626	NA I	NA 07/10/	/2001
				From:	58-630			
809	0.40	40	R			NA	NA 07/23/	/2001
				To:	Dead End			
(810)	0.52	30	R	From:	58-627	l NA	NA 07/23/	/2001
(810)	0.02		• • • • • • • • • • • • • • • • • • • •	To:	Dead End	177	1411 017207	
				From:	58-728			
811)	1.32	210	R	To:	58-723	NA I	NA 10/22/	/2001
				From:	Dead End			
812	0.50	50	R		Dead Lift	NA	NA 07/16/	/2001
				To:	58-637			
813	0.50	80	R	From:	Dead End	NA	NA 09/24/	/2001
	0.50	00	K	To	58-722	INA 	NA 09/24/	/2001
				From:	58-725			
814)	0.60	40	R	т.,		NA	NA 09/24/	/2001
				To:	Dead End			
(815)	0.65	230	R		Dead End	l NA	NA 11/01/	11/01/2001
0.09				To:	US 58			
\bigcirc			_	From:	Dead End			0/00/000
816	0.60	40	R	To:	58-688	NA I	NA 08/06/	/2001
				From:	Dead End			
(817)	0.26	150	R			NA	NA 199	98
				To:	58-600			
(R1R)	0.75	60	R	From:	58-710	l NA	NA 10/15/	/2001
818				To	Dead End			
\sim				From:	1.20 MW 58-820			
819	1.60	170	R	To:	0.40 ME 58-820	NA I	NA 10/15/	/2001
				From:	North Carolina State Line			
820	0.88	210	R			NA	NA 10/15/	/2001
				To:	58-819			
<u> </u>	1.30	790	R	From:	Dead End	NA	NA 10/29/	/2004
821)	1.30	130		To	50 707	INA 		200 I
821)	0.90	1400	R	From:	58-796	NA	NA 10/29/	/2001
<u> </u>				To-	58-722			
821)	0.52	770	R	From:	-	NA	NA 10/29/	/2001
			To:	Dead End				

						Bus 20 year 21 Avid	ruck			K		Dir			
Route	Length	AADT	QA	4Tii	re	Bus 2Axle 3+Axle	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Mecklenburg County				From:		North Carolina Stat	te Line	1							
822	0.80	270	R	L		Troim Caronna Sta				NA			NA		09/24/2001
				To: From:		58-721]							
822	1.00	70	R	To:		Dead End				NA			NA		09/24/2001
				From:		Dead End		1							
823	2.15	70	R	_		Doug Eng				NA			NA		10/04/2001
				To		58-705									
(024)	0.70	49	R	From:		Dead End				NA			NA		10/15/2001
824)	0.70		• • • • • • • • • • • • • • • • • • • •	To:		58-707									10/10/2001
				From:		North Carolina Stat									
825	2.07	480	G	859	%	1% 2% 2%	10%	0%	С	0.084	F	0.55	470	G	2003
	1.06	170	R	From:		58-719				NA			NA		10/15/2001
825	1.00	170	K	To:		Dead End		1		INA			INA		10/13/2001
				From:		Dead End									
826	2.70	60	R							NA			NA		10/15/2001
	1 20	450		From:		58-717				NΙΔ			NIA		10/15/2001
826	1.30	150	R	To:		Dead End				NA			NA		10/15/2001
				From:		Dead End									
827	1.00	170	R							NA			NA		10/15/2001
				From:		SR 4		1							
828)	0.30	180	R	L		58-703				NA			NA		10/04/2001
				To:		Dead End									
\bigcirc	0.05		_	From:		Dead End				NIA			NIA		00/04/0004
829	0.95	90	R	To:		58-737				NA			NA		09/24/2001
				From:		Dead End		1							
830	0.58	20	R							NA			NA		08/06/2001
				To: From:		58-658									
(831)	1.50	30	R	L		Dead End				NA			NA		08/06/2001
				To:		58-688									
	0.50	co	_	From:		US 58				NA			NA		08/08/2001
832	0.50	60	R	To:		Dead End				INA			INA		00/00/2001
				From:		58-651									
833	0.75	70	R	To:		D 15.1				NA			NA		10/17/2001
				From:		Dead End									
834)	0.50	60	R	L		58-658				NA			NA		07/30/2001
				To:		Dead End									
	1.50	120	Б	From:		Dead End				NIA			NIA		10/15/2004
835)	1.50	120	R	To:		58-678				NA			NA		10/15/2001
_			•	From:		Dead End									
836	0.20	8	R	, r		***				NA			NA		10/15/2001
				To: From:		58-819		<u> </u>							
(837)	0.40	60	R	L		Dead End				NA			NA		07/23/2001
031)				To:		58-903									

					Mecklenburg Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT QV	W Year
Mecklenburg County				From:	58-712				
838)	0.35	60	R			NA		NA	10/15/200
				To-	Dead End				
\bigcirc			_	From:	Dead End				
839	0.70	40	R	To:	50.657	NA		NA	07/16/20
				From:	58-657				
<u> </u>	0.40	70	R	FIOIII.	Dead End	l NA		NA	08/14/20
840	0.40	70	1		an 15	ı		IN/A	00/14/20
	0.13	80	R	From:	SR 47	NA		NA	1998
840	0.13	00	IX.	To:	58-682	INA		NA.	1990
				From:	58-677 NORTH				
841)	1.30	70	R	<u> </u>	30 077 NORTH	NA NA		NA	08/08/20
941)				To:	58-677 SOUTH				
				From:	Dead End				
842	0.35	30	R			NA		NA	07/10/20
				To:	58-713				
				From:	Dead End				
843)	0.32	20	R			NA		NA	07/30/20
				To:	SR 47				
	0.00	40	_	From:	58-649	NIA		NIA	40/47/00
844)	0.30	40	R	To:	D1E-1	NA I		NA	10/17/20
				From:	Dead End				
	0.69	60	R	r rom:	58-864	NA NA		NA	08/08/20
845	0.03	00	IX.	To:	58-698	l ING		IVA	00/00/20
				From:	58-804				
846)	0.50	100	R	<u> </u>	30-004	NA		NA	09/24/20
040				To:	Dead End				
				From:	58-619				
847)	0.55	80	R			NA		NA	07/10/20
				To:	Dead End				
				From:	58-677				
848	1.00	90	R			NA		NA	10/04/20
				From:	58-693				
848)	0.15	90	R			NA		NA	10/04/20
				To:	Dead End				
$\overline{}$				From:	58-712				
849	0.25	20	R	To:	D 15 1	NA		NA	07/10/20
					Dead End				
\odot	0.28	30	R	From:	SWCL SOUTH HILL	l NA		NA	10/17/20
850	0.20	30	ĸ	To:	Dead End	I		INA	10/17/20
				From:	SR 49				
051	0.60	60	R		SR 49	NA NA		NA	09/24/20
851)	0.00	•	••	To	Dead End	I			00/2 // 20
				From:	SR 49 SOUTH				
852	0.30	40	R			NA		NA	08/06/20
				To:	SR 49 NORTH				
				From:	58-616				
853)	0.70	60	R			NA		NA	10/15/20
				To:	Dead End				
				From:	Dead End				
854)	0.40	80	R			NA		NA	07/16/20
				To:	58-655				

					Mecklenburg Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT C	W Year
Mecklenburg County				From:	58-621				
855	1.02	50	R			NA		NA	10/17/200
				To-	Dead End				
\bigcirc	0.40	40		From:	58-762				10/00/000
856	0.40	40	R	То:	Dead End	NA I		NA	10/09/200
				From:	US 15 EAST				
857	1.09	210	R		03 13 EA31	l NA		NA	10/09/200
031)				To:	US 15 WEST				
				From:	US 15 EAST				
858)	1.10	60	R			NA		NA	08/08/200
$\bigcup_{i=1}^{n}$				To:	US 15 WEST				
\bigcirc				From:	US 15 EAST				
859	0.89	49	R	To:	LIG 15 WEGT	NA I		NA	08/08/200
					US 15 WEST				
	0.50	20	R	From:	58-903	l NA		NA	07/23/200
860	0.50	20	K	To:	Dead End	l INA		INA	011231200
				From-	58-652				
861)	0.40	70	R	<u> </u>	30-032	I NA		NA	07/16/200
001)				To-	Dead End				
				From:	US 15				
862	0.30	260	R			NA		NA	10/09/200
				To:	Dead End				
				From:	58-701 WEST				
863	0.45	40	R			NA		NA	10/09/200
				To-	58-701 EAST				
	0.05		_	From:	Dead End				00/00/000
864	0.25	20	R	To:	58-845	NA		NA	08/08/200
				From:					
000	0.65	110	R	rioni.	Dead End	l NA		NA	07/23/200
865	0.00	110		То:	58-650			14/3	017237200
				From:	SR 49 WEST				
866)	0.24	130	R		ore is was i	NA NA		NA	10/22/200
				To:	SR 49 EAST				
				From:	SR 49				
867)	0.23	110	R			NA		NA	10/22/200
				To: From:	58-735 Gap Terminus				
867	0.14	150	R	110111.		NA		NA	10/22/200
<u> </u>				To:	58-728				
				From:	58-654				
868	0.60	30	R	_		NA		NA	07/16/200
				То:	Dead End				
	0.70		_	From:	58-722				40/00/000
869	0.70	90	R	То:	Dead End	NA I		NA	10/29/200
				From:					
870	0.25	60	R	· ·····	58-859	l NA		NA	08/08/200
010	0.20	-	11	To:	Dead End	11/-1		INA	00,00,200
				From:	SR 49				
871)	0.80	230	R	<u> </u>	DR 17	NA		NA	10/24/200
				To:	58-727				
871)	0.66	590	R	From:	30-121	NA		NA	10/24/200
<u></u>				To:	US 58			<u> </u>	

					Mecklenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:	Dead End							
872)	0.30	30	R	<u> </u>	Dead End		NA			NA		07/16/2001
				To	58-669							
\sim				From:	SR 138							
873	1.33	120	R	To:	58-761		NA			NA		1998
				From:	Dead End							
874)	0.32	140	R		Dead End		NA			NA		08/14/2001
				To:	SR 47							
				From:	Dead End							
875)	0.25	50	R				NA			NA		08/08/200
				From:	0.25 MS Dead End							22/22/22
875	0.05	50	R	To:	58-763		NA			NA		08/08/200
				From:	58-806							
876)	0.05	30	R	<u> </u>	38-800		NA			NA		10/17/200
670				To:	Dead End							
				From:	58-689 SOUTH							
877)	0.27	40	R				NA			NA		08/06/2001
				To:	58-689 NORTH							
	0.55	90	В	From:	Dead End		NIA			NIA		10/24/2004
878	0.55	80	R	To:	US 58; 58-722		NA			NA		10/24/2001
				From:	58-739							
879	0.41	30	R	<u> </u>	30 137		NA			NA		07/16/2001
				To	58-637							
				From:	58-660							
880	0.20	70	R	To:			NA			NA		08/06/2001
					Dead End							
	0.55	46	R	From:	Dead End		NA			NA		1998
881)	0.55	40	IX.	To:	58-660		INA			INA		1990
				From:	SR-00386(U)/US-00058(B)/							
883	0.33	NA			```		NA			NA		
				To:	Cul-de-Sac/							
\bigcirc	0.00			From:	US 1							
884	0.63	NA		To:	58-651		NA			NA		
				From:	Dead End							
890	0.25	310	R		Dead End		NA			NA		11/01/2001
000				To	58-642							
				From:	Dead End							
899	0.08	NA					NA			NA		
				To:	SR 47 BERNISE RODGERS ROAD							
	0.95	1600	G	88%	Brunswick County Line 0% 4% 3% 5% 0%	C 0	.076	F	0.554	1600	G	2003
(903)	0.93	1000	G	00 /0 T		0 0	.070	•	0.554	1000	G	2003
(003)	3.53	2400	G	From: 88%	58-626 0% 4% 3% 5% 0%	F 0	.084	F	0.501	2400	G	2003
903903903			_					_		50	_	
(003)	0.76	2700	G	From: 88%	58-614 0% 4% 3% 5% 0%	F 0	.084	F	0.597	2600	G	2003
	5.70			To:	58-618							
				From:								
903	1.46	2800	G	88%	0% 4% 3% 5% 0%	F 0	.085	F	0.59	2800	G	2003
903)	1.46	2800	G	88%	0% 4% 3% 5% 0%	F 0	.085	F	0.59	2800	G	2003
903	1.46 0.93	2800 2600	G G	88% From: 92%	0% 4% 3% 5% 0% 58-619; 58-751 1% 2% 2% 3% 0%		.085	F F	0.59	2800	G G	2003

							Wanten									
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		I-8	5 RAMP		ĺ							
903	2.94	970	G	92%	1%	2%	2%	3%	0%	F	0.091	F	0.551	960	G	2003
903)	4.10	540	G	From: 92%	1%	2%	58-615 2 %	3%	0%	F	0.1	F	0.731	530	G	2003
903	3.25	1400	G	From: 92%	1%	2%	58-650 2%	3%	0%	F	0.089	F	0.642	1400	G	2003
(903)	0.20	1400		To:	1 /0		OUTH HII		070		0.009	-	0.042	1400		2003
\bigcirc				From:		NCL S	OUTH HI	LL								
1000	0.34	NA		To:		D	ead End				NA			NA		
				From:			58; 58-644									
(1010)	0.52	NA				US	36, 36-044				NA			NA		
				To:		Cı	ıl-de-Sac									
				From:			SR 49									
1029	0.29	420	R	To:		W.C.	TILLOR OF	TOX /	1		NA			NA		08/06/2001
				10.		WCLC	CHASE CI	ΙΥ	<u> </u>							
Town of Clarksville				From:			US 58									
(1101)	0.23	300	G	99%	0%	1%	0%	0%	0%	С	0.105	F	0.581	290	G	2003
				To:			58-750									
\bigcirc				From:		5	58-1109									
(1102)	0.35	160	R								NA			NA		11/05/2001
				From:			US 58									4.4.0=.000
(1102)	0.17	180	R	To:			58-1108		1		NA			NA		11/05/2001
				From:												
(1103)	0.20	150	R	110			58-1124				NA			NA		11/05/2001
(1103)				To:		5	58-1107									
				From:		5	58-1102									
1104	0.10	470	R								NA			NA		11/05/2001
				To: From:		5	58-1105									
1104	0.26	190	G	97%	1%	1%	0%	2%	0%	С	0.121	F	0.565	190	G	2003
				To:			58; 2nd St									
	0.19	120	R	From:		D	ead End				NA			NA		11/05/2001
(1105)	0.10	120									14/4			INA		11/05/2001
(1105) 4th Street	0.28	370	G	From: 94%	1%	3%	58-1109 1%	2%	0%	F	0.103	F	0.549	370	G	2003
(1103)				To:			58-1104									
(1105)	0.08	650	G	94%	1%		1%	2%	0%	С	0.084	F	0.509	650	G	2003
				To:			US 58		1							
(1105)	0.25	1700	R	From:							NA			NA		11/05/2001
\bigcup				To:		4	58-1108									
(1105)	0.09	130	R	From:							NA			NA		11/05/2001
				To:		5	58-1110									
				From:		5	58-1109									
1106	0.09	30	R	To		·	C4. C T-		1		NA			NA		11/05/2001
				From:			St; Gap Te Gap Termi									
(1106)	0.18	200	R								NA			NA		11/05/2001
				To		5	58-1108									
\bigcirc		4=0	_	From:		5	58-1123				N.1.A			N.1.4		44/05/000
(1107)	0.09	170	R								NA			NA		11/05/2001
7th Ctt	0.40	200		From:	00/		8-1117	00/	00/		0.007		0.540	240		2002
7th Street	0.18	320	G	96%	0%	3%		0%	0%	С	0.097	۲	0.548	310	G	2003
				10			US 58									

					IVICO	(ichburg i	iviali ilei ia	noc An	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Clarksville				From:			58-750		1							
1108	0.19	750	G	96%	1%	3%		1%	0%	С	0.117	F	0.506	740	G	2003
	0.12	640		To: From:		58	8-1122		-		NIA			NIA		11/05/200
1108	0.12	610	R	To		50 1	105 South				NA			NA		11/05/200
(1108)	0.32	60	R	From:		36-1	103 South				NA			NA		11/05/200
				To:			105 North									
(1109)	0.17	180	R	From:		58	8-1102				NA			NA		11/05/200
				To:		58	8-1106									
	0.19	30	R	From:		58	8-1105				NA			NA		11/05/200
(1110)	0.19	30	Α.	To:		58	8-1108				INA			INA		11/03/200
				From:		5	58-750									
(1111)	0.82	180	R	To:		55	8-1146		1		NA			NA		11/05/200
				From:			US 15		1							
1112	0.08	80	R								NA			NA		10/04/200
				To: From:			8-1113 8-1115									
(1113)	0.08	60	R			36	3-1113				NA			NA		10/04/200
				To: From:		58-1116	Gap Termii Gap Termii	nus								
(1113)	0.13	60	R	<u> </u>		36-1114	дар теппп	ius			NA			NA		10/04/200
				To:			8-1112									
(111)	0.08	150	R	From:		Ţ	US 15				NA			NA		10/04/200
(1114)				To:		58	8-1113									10/0 1/200
\bigcirc	0.00	400	_	From:		Ţ	US 15				NIA			NIA		40/04/000
(1115)	0.09	160	R	To:		58	8-1113				NA			NA		10/04/200
				From:			US 15		•							
1116	0.09	170	R	To:		50	8-1113				NA			NA		10/04/200
				From:			8-1107									
(1117)	0.14	210	R						-		NA			NA		11/05/200
				To: From:			8-1102									
(1118)	0.18	50	R			36	8-1111				NA			NA		11/05/200
				To:		58	8-1119									
(1119)	0.12	170	R	From:		5	58-750				NA			NA		11/05/200
(1119)	0.12			To:		55	8-1118									11/00/200
1119	0.23	100	R	From:							NA			NA		11/05/200
				To: From:			8-1111									
(1120)	0.04	230	R	FIOIII.		6	58-750				NA			NA		11/01/200
				To:		WCL	Clarksville									
Mecklenburg County				From:		WCI	Clarksville		1							
(1120)	0.75	230	R	<u> </u>							NA			NA		11/01/200
				To:		De	ead End									
Town of Clarksville				From:		De	ead End									
(1121)	0.04	60	R	Т							NA			NA		11/05/200
				10		58	8-1105									

					IVIECK	klenburg Maintena	ince Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Clarksville				From:		***		-							
(1122)	0.17	270	G	94%	1%	US 58 4% 1%	1%	0%	С	0.128	F	0.579	270	G	2003
				To-		58-1108									
(400)	0.10	100	R	From:		58-1107				NA			NA		11/05/200
(1123)	0.10	100		To:		Dead End				INA			14/4		11/05/200
				From:		58-1103									
(1124)	0.09	400	R	т		****				NA			NA		11/05/200
				To: From:		US 58; 9th St									
(1125) Woodland Dr	0.31	820	G	96%	0%	US 58 2% 0%	1%	0%	С	0.136	F	0.798	810	G	2003
1129				To:		58-750									
\sim				From:		58-750									
(1126)	0.04	47	R	To:		50 1141				NA			NA		11/05/200
				From:		58-1141									
(1127)	0.08	130	R			58-1128				NA			NA		10/04/200
1127				То:		US 58									
				From:		Dead End									
1128	0.03	20	R							NA			NA		10/04/200
				From:		58-1130 West									10/01/000
1128	0.20	40	R	To:		58-1130 East		1		NA			NA		10/04/200
				From:		Dead End									
(1129)	0.07	90	R	<u> </u>		Dead Liid				NA			NA		11/01/200
				To-		US 58									
\bigcirc		_		From:		58-1128 East									
(1130)	0.10	70	R	To:		58-1128 West		1		NA			NA		10/04/200
				From:		58-1142									
(1131)	0.34	360	R	<u> </u>		30-1142				NA			NA		11/01/200
				To:		US 58									
(1131)	0.20	190	R	From:		58-58				NA			NA		11/01/200
(1131)	0.20		• • • • • • • • • • • • • • • • • • • •	To:		58-750				10.					11/01/200
_				From:		US 58									
(1132)	0.17	60	R							NA			NA		11/01/200
				To:		58-750									
Mecklenburg County				From:		Dead End									
(1133)	0.15	50	R					-		NA			NA		11/01/200
				To:		58-750									
\bigcirc	0.44	20	-	From:		58-722				NIA			NIA		40/00/000
(1135)	0.11	30	R	To:		Dead End				NA			NA		10/29/200
				From:		58-722									
(1136)	0.17	80	R	<u> </u>						NA			NA		10/29/200
				To:		58-1137									
\bigcirc	0.00		_	From:		58-722				N. A					40/00/000
(1137)	0.08	60	R	To-		58-1136				NA			NA		10/29/200
Town of Clarksville				<u> </u>		50-1150									
C C C C C C C C C C C C C C C C C C C				From:		58-1108									
(1140)	0.09	120	R	To:		50 1141				NA			NA		11/05/200
				To:		58-1141									

					IVIECK	klenburg Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail 2Tra	il QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Clarksville				From:		58-1126		1						
(1141)	0.15	150	R	<u>. </u>				_	NA			NA		11/05/200
				To-		58-1140		<u> </u>						
\bigcirc	0.00	400	_	From:		58-1131			NI A			NIA		44/04/000
(1142)	0.22	100	R	To:		Dead End		7	NA			NA		11/01/200
				From:		58-1142		1						
1143	0.30	170	R			30-1142			NA			NA		11/01/200
				To:		US 58								
				From:		58-1142								
1144	0.17	40	R					_	NA			NA		11/01/200
				To:		58-1145		<u> </u>						
	0.05	140	R	From:		58-1131			NA			NA		11/01/200
(1145)	0.03	140	IX.					_	INA			INA		11/01/200
	0.12	60	R	From:		58-1148		_	NA			NA		11/01/200
(1145)	0.12	00	IX	To:		58-1143		7	INA			INA		11/01/200
				From:		58-1111		Ì						
(1146)	0.09	90	R	<u>. </u>				_	NA			NA		11/01/200
				To- From:		58-1147								
1146	0.10	70	R	From:				_	NA			NA		11/01/200
				To:		Cul-de-Sac								
				From:		Cul-de-Sac								
(1147)	0.05	10	R	To:		50.1146		7	NA			NA		11/01/200
				From:		58-1146		<u> </u>						
(1448)	0.17	70	R	rioin.		58-1142		_	NA			NA		11/01/200
1148	0.11		•••	To:		58-1145						147.		1 1/0 1/200
				From:		WCL Clarksvill	2	Ì						
(1149)	0.10	20	R						NA			NA		11/01/200
				To:		58-1131								
Town of Boydton				From:		50.757								
(1201)	0.06	420	G	98%	0%	58-756 1% 0%	0% 0%	┛ C	0.105	F	0.512	420	G	2003
(1201)	0.00	.20	Ū	To:	070	US 58 BUS	070 070	٦Ŭ	0.100	•	0.012	120	Ū	2000
				From:		58-1205								
(1202)	0.13	840	R						NA			NA		08/16/200
				To:		US 58 BUS								
\bigcirc				From:		58-688								
(1203)	0.29	60	R	To:		NGL DOVDTO	.T	_	NA			NA		1998
						NCL BOYDTO	N							
Mecklenburg County				From:		NCL BOYDTO	N	1						
(1203)	0.11	60	R	<u>. </u>				_	NA			NA		1998
				To:		Dead End								
Town of Boydton				From:										
4004	0.11	200	R	FISH		58-1205			NA			NA		1998
(1204)	0.11	200	.,	To:		GD 02		7	11/7			INA		1000
(1204)	0.06	100	R	From:		SR 92		_	NA			NA		1998
(1204)	0.00			To:		50 1007			. 4/ (. 17.1		
(1204)	0.10	60	R	From:		58-1206			NA			NA		1998
1204)	0.10		_ '`	To:		50 1017								
(1204)	0.10	60	R	From:		58-1217			NA			NA		08/16/200
(1204)	0.10		_ ``	To:		US 58 BUS		1						
		_						-						

					Meckl	lenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tr	\sim	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Boydton				From:		US 58 BUS	-						
(1204)	0.12	46	R	<u> </u>		US 38 BUS		NA			NA		08/16/2001
				To:		ECL BOYDTON							
Mecklenburg County				From:		ECL BOYDTON							
1204	0.06	10	R	To:		Dead End	_	NA			NA		08/16/2001
Town of Boydton													
(1205)	0.07	80	R	From:		58-1206		NA			NA		08/16/2001
				To: From:		58-707							
(1205)	0.24	150	R					NA			NA		1993
(1205)	0.08	550	R	From:		US 58 BUS		NA			NA		08/16/2001
				To:		58-1204							
(1205)	0.03	20	R	To:		D 15 1	_	NA			NA		08/16/2001
				From:		Dead End 58-1205							
(1206)	0.13	250	R	<u> </u>		30-1203		NA			NA		08/16/2001
				To: From:		US 58 BUS							
1206	0.08	80	R	To:		58-1204		NA			NA		08/16/2001
				From:		SR 92							
(1207)	0.06	70	R				_	NA			NA		08/16/2001
				To: From:		58-1206							
(1208)	0.06	70	R	rioni.		58-756		NA			NA		08/16/2001
				To:		US 58 BUS							
\bigcirc	0.19	120	R	From:		US 58 BUS		NA			NA		08/16/2001
1209	0.19	120		To:		ECL BOYDTON		INA			INA		06/10/2001
Mecklenburg County													
(1209)	0.03	100	R	From:		ECL BOYDTON		NA			NA		08/16/2001
				To:		Dead End							
Town of Boydton				From:		58-756 EAST	1						
(1210)	0.31	30	R					NA			NA		1998
				To:		58-756 WEST							
(1211)	0.10	70	R	From:		58-707		NA			NA		08/16/2001
(1211)				To:		Dead End							
Mecklenburg County				From:		58-707							
(1212)	0.82	46	R	<u> </u>		36-707		NA			NA		08/16/2001
				To:		Dead End							
Town of Boydton				From:		58-1214	1						
(1213)	0.03	90	R				_	NA			NA		08/16/2001
				To: From:		58-756							
(1214)	0.10	60	R	1 10III.		Dead End		NA			NA		08/16/2001
				То:		58-1213							
\bigcap	0.07	20	ъ.	From:		US 58 BUS		NI A			NIA		00/46/0004
(1215)	0.07	20	R	To:		Dead End		NA			NA		08/16/2001
-							-						

					IVICCKI	enburg Ma										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Boydton				From:		58-1	1209		ī							
(1216)	0.06	70	R								NA			NA		08/16/200
				Tn·		US 58										
(1217)	0.13	20	R	From:		US 58	BUS		l		NA			NA		08/16/200
1217				To:		58-1	1204									
\bigcirc	0.00	40	_	From:		58-1220) WEST				NIA			NIA		00/40/000
1218	0.09	40	R	To		58-1220	DEACT				NA			NA		08/16/200
1218)	0.08	140	R	From:		36-1220	JEASI				NA			NA		08/16/200
				To- From:		58-1	1219		-							
1218	0.06	210	R	To:		58-	707				NA			NA		08/16/200
				From:		58-1										
1219	0.09	48	R	<u> </u>		30-1	1210				NA			NA		08/16/200
				To:		Dead										
1220	0.16	60	R	From:		58-1218	8 EAST				NA			NA		08/16/200
1220)				To		58-1218	WEST									
Mecklenburg County				From:		LIC 50	DITE		r							
1221)	0.11	270	R			US 58	8 808		I		NA			NA		08/16/20
				To:		Deac	l End		ļ							
	0.22	70	R	From:		SR	. 47				NA			NA		07/16/20
1230	0.22	70		To		Dead	l End				INA			INA		07/10/20
\sim				From:		58-	903									
1401)	0.56	50	R	To:		58-	619				NA			NA		09/10/200
Town of Brodnax							017									
	0.06	220	R	From:		Dead	d End				NA			NA		07/23/200
(1501)	0.00	220	K	To		Brunswick (County I	Line			INA			INA		077237200
Town of LaCrosse																
(1502)	0.14	80	R	From:		0.08 MI S	S 58-152	20			NA			NA		07/19/200
(1302)				To- From:		Dead End; G	ap Tern	ninus	1-							
(1502)	0.10	30	R								NA			NA		07/19/200
				To: From:		0.06 MI N)3								
1503)	0.02	130	R	FIOIII.		58-1	1511				NA			NA		07/19/200
				To: From:		58-	624									
1503	0.13	140	R	110111							NA			NA		07/19/200
^	0.00	700		From:	40/	58-1		40/	00/		0.000		0.505	700		2002
(1503)	0.26	720	G	96%	1%	2%	0%	1%	0%	С	0.089	F	0.585	720	G	2003
1503	0.03	1200	G	From: 96%	1%	58-1 2%	0%	1%	0%	F	0.102	F	0.544	1200	G	2003
				To: From:		US	58		<u> </u>							
1503	0.16	60	R								NA			NA		07/19/200
	0.07	E 0		From:		58-1	1518				NIA			NIA		07/40/20/
1503	0.07	50	R	To:		58-1	1502				NA			NA		07/19/200
Town of Brodnax																
(1504)	0.22	120	R	From:		58-1	1524				NA			NA		07/23/200
(1504)	V.22			To		Brunswick (County I	Line			. 4/ \			. 17.1		

					ivieci	klenburg Mainter	iance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of LaCrosse				р.						. 20101		. 20.01			
(1505)	0.22	360	G	97%	0%	58-618 2% 0%	1%	0%	С	0.103	F	0.722	360	G	2003
(1909)	V			To:	0,0	58-1503	.,,	0,0		01.00	·				
				From:		58-624									
(1506)	0.14	50	R							NA			NA		07/19/2001
\bigcap	0.05	190	R	From:		58-1505		-		NA			NA		07/19/2001
1506	0.03	190	K	т						INA			INA		07/19/2001
(1506)	0.07	30	R	From:		58-1512				NA			NA		07/19/200
				To:		Dead End									
				From:		Dead End									
(1507)	0.26	490	R	To:		58-618		1		NA			NA		07/19/2001
				From:		58-1503									
(1508)	0.12	250	R	<u>. </u>		36-1303				NA			NA		07/19/2001
				To:		58-1529									
(1508)	0.03	100	R	From:						NA			NA		07/19/2001
				To:		ECL LaCross	9								
Mecklenburg County				From:		ECL LaCross		1							
(1508)	0.06	80	R			ECL Laciossi	-			NA			NA		07/19/2001
				To:		Dead End									
Town of LaCrosse				From:		D 15 1									
(1509)	0.10	40	R	FIOIII.		Dead End				NA			NA		07/19/2001
(1509)	0.10			To:		58-1523 Gap Term				10.					077107200
\bigcirc	0.00	60	R	From:		Dead End; GapTer	minus			NΙΔ			NΙΔ		07/10/2001
(1509)	0.08	60	K	To:		58-1507				NA			NA		07/19/2001
				From:		SCL LaCrosse	2								
(1510)	0.31	90	R					•		NA			NA		07/19/2001
				To:		58-1507									
	0.11	130	R	From:		58-1503				NA			NA		07/19/2001
(1511)	0.11	130	K	To:		58-1529				INA			INA		07/19/2001
				From:		58-1506									
(1512)	0.15	90	R							NA			NA		07/19/2001
				To:		58-1503									
	0.21	130	R	From:		Dead End				NA			NA		07/19/2001
(1513)	0.21	130	IX	To:		58-1503				INA			INA		0771972001
				From:		58-1520									
(1514)	0.05	30	R							NA			NA		07/19/2001
				To:		Dead End									
Town of Brodnax				From:		Dead End		I							
(1515)	0.43	NA								NA			NA		
				To:	Br	unswick County Line	e; 12-1510								
\bigcirc	0.04	70		From		58-1524				N. A			.		07/00/0004
(1516)	0.24	70	R	To:		Brunswick County	Line			NA			NA		07/23/2001
Town of LaCrosse						Dianomick County	Ziiiç	<u> </u>							
C C C C C C C C C C C C C C C C C C C				From:		58-1520									
(1517)	0.08	110	R	To:		NO. L. C.				NA			NA		07/19/2001
				10.		NCL LaCross	e								

					IVIECK	delibulg	Mannen	ance An	На							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		NCL	LaCrosse		1							
(1517)	0.02	110	R	To							NA			NA		07/19/200
Town of LaCrosse				10.			US 58									
				From:		5	8-1503									
1518	0.07	10	R	To:		De	ead End				NA			NA		07/19/20
				From:			ead End									
1519	0.05	10	R	To:		-	0 1502				NA			NA		07/19/20
				From:			8-1503 LaCrosse									
1520	0.04	60	R			11 61	Luciosse				NA			NA		07/19/20
				To: From:		5	8-1528									
1520	0.06	70	R	_							NA			NA		1998
(1520)	0.22	180	R	From:		5	8-1517				NA			NA		1998
				To: From:		4	58-621									
1520	0.29	770	G	96%	1%	2%	0%	1%	0%	С	0.122	F	0.584	770	G	2003
	0.40			From:		5	8-1503									4000
1520	0.10	260	R	To:		ECL	LaCrosse				NA			NA		1998
Mecklenburg County				•					•							
	0.10	260	N	From:		ECL	LaCrosse				NA			NA		1998
1520	0.10		.,	To:		1	US 58		1		147 (1471		1000
Town of LaCrosse				From:		-	0.1502									
1521)	0.11	260	R	rioni.		5	8-1503				NA			NA		07/19/20
				To:		ECL	LaCrosse									
	0.08	70	R	From:		5	8-1509				NA			NA		07/19/20
1523	0.00	70		To:		De	ead End				INA			INA		01/13/20
Town of Brodnax				From:												
1524)	0.09	30	R	110iii.		5	8-1516				NA			NA		07/23/20
				To:		5	8-1504									
	0.09	30	R	From:		5	8-1516				NA			NA		07/23/20
(1525)	0.09	30		To:		5	8-1504				INA			INA		01123120
Town of LaCrosse																
1527)	0.04	10	R	From:		5	8-1512				NA			NA		07/19/20
				To:		5	8-1513									
\bigcirc	0.07	110	-	From:		5	8-1520				NIA			NIA		07/10/20
1528	0.07	110	R	To:		NCL	LaCrosse		1		NA			NA		07/19/20
<u> </u>				From:		5	8-1511									
1529	0.08	40	R	To:		5	8-1508				NA			NA		07/19/20
Mecklenburg County							U-1200									
	0.50	200		From:		D	ead End				NIA			NI A		10/00/00
(1601)	0.56	220	R	To		_	0.1602		 i		NA			NA		10/09/20
1601)	1.11	660	R	From:		5	8-1602				NA			NA		10/09/20
				To:		1	US 15									

					Wiook	ienburg Maniena	1100711	Ju							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			<i>, , ,</i> ,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mecklenburg County				From:		58-1601		1							
(1602)	0.27	100	R			38-1001				NA			NA		10/09/200
				To		Dead End									
				From:		58-1602									
1603	0.21	60	R	To:		D1E-1		1		NA			NA		10/09/200
				From:		Dead End 58-1601									
(1604)	0.51	120	R			38-1001				NA			NA		10/09/200
				To:		Cul-de-Sac									
Town of Boydton															
	0.05	NA		From:		Cul-de-Sac				NA			NA		
9253	0.03	NA.		To:		58-1201				INA			INA		
Mecklenburg County				•				•							
				From:		58-620									
(9255)	0.06	70	R	To:		59 (20		1		NA			NA		1998
				From:		58-620									
(9437)	0.07	120	R	FIOIII.		58-645				NA			NA		1998
9437	0.07			To:		58-645									1000
				From:		Cul-de-Sac									
9438)	0.18	430	R							NA			NA		1998
				Tn·		SR 47									
	0.07	E40	В	From:		US 58				NIA			NΙΔ		11/10/200
9468	0.07	540	R	_						NA			NA		11/19/200
	0.25	340	R	From:		0.07 MN US 58				NA			NA		1998
9468	0.23	340	K	To		Dead End				INA			INA		1990
				From:		58-722		1							
9469)	0.20	160	R							NA			NA		1998
				To:		58-722									
\bigcirc	0.40			From:		58-650									1000
9530	0.40	320	R	To:		58-650				NA			NA		1998
				From:		Cul-de-Sac		1							
(9534)	0.32	360	R			Cui-uc-Sac				NA			NA		1998
				To:		58-698									
				From:		US 1									
(9580)	0.12	250	R							NA			NA		1998
\bigcirc	0.00	242		From:		0.12 MN US 1									4000
(9580)	0.32	340	R	To:		0.44 MN US 1		1		NA			NA		1998
				From:		58-697									
(9581)	0.35	500	R			38-077				NA			NA		1998
				To:		58-688									
Town of Chase City				-											
1 N.Boyd St	0.23	1100	G	97%	0%	E Second St	1%	0%	С	0.105	F	0.513	1100	G	2003
1 N.Boyd St	0.23	1100	3	91 70 To:	U /0	E Fifth St	1 /0	0 /0		0.100	1	0.010	1100	J	2003
				From:		Sycamore St									
2 Endly St	0.13	1100	G	95%	0%	3% 1%	1%	0%	С	0.094	F	0.529	1100	G	2003
186/				To: From:		W Second St									
2 Endly St	0.23	960	G	95%	0%	Second St 3% 1%	1%	0%	F	0.086	F	0.503	950	G	2003
2 Endly St	0.20	300	-	To:	J 70	5Th St	1,0	7,0		2.000	•	2.000	550	_	_000

					IVICCN	deriburg Mairiteriance	Alea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Ti		\cap	; K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Chase City				-										
3 Fourth St	0.06	340	G	97%	0%	N Boyd St 2% 1% 19	6 0%		0.108	F	0.618	340	G	2003
3 Fourth St	0.00	340	G	97 70 To:	070	4Th St Main St	0 07	<u>~</u>	0.100	Г	0.010	340	G	2003
				From:		Main St								
Fourth St	0.07	180	G	97%	0%	2% 1% 19	6 0%	6 C	0.139	F	0.654	180	G	2003
186				To:		Marshall St								
				From:		WCL Chase City		1						-
W Fifth St	0.61	650	G	96%	0%	1% 3% 19	6 09	6 C	0.094	F	0.504	650	G	2003
186/				To:		Old Southern R.R. Track								
<u> </u>				From:		Old Southern R.R Track							_	
E Fifth St	0.19	2400	G	95%	0%	3% 1% 19	6 09	6 C	0.097	F	0.502	2400	G	2003
				From:		N Main St								
E Fifth St	0.07	1000	G	95%	0%	3% 1% 19	6 09	6 F	0.106	F	0.541	1000	G	2003
1867				To:		Marshall St								
				From:		Sycamore St								
5 Marshall St	0.21	1900	G	96%	1%	2% 1% 19	6 09	6 C	0.115	F	0.553	1900	G	2003
186/				To		Second St								
5 Marshall St	0.23	1200	G	From: 96%	1%	2% 1% 19	6 09	6 F	0.11	F	0.623	1200	G	2003
Marshall St	3.20	00	_	To:	. 70	5Th St	· 0/	Ť '	0.11	•	0.020	.200	9	_000
				From:				<u> </u>						
6 E.Third St	0.20	330	G	96%	0%	Endly St 2% 09	6 09	<u> </u>	0.102	F	0.548	320	G	2003
6 E.Third St	0.20	330	3	90 70 To:	J /0	N.Main St	0 07	\Box	0.102		0.040	320	J	2000
				From:				+						
W Cyromoro Ct	0.61	200	_		00/	WCL Chase City	/ 00		0.400	_	0.540	200	0	2001
W Sycamore St	0.61	390	G	94%	0%	5% 0% 19	6 09	<u>«</u> С	0.108	F	0.548	390	G	2003
^				To: From:		Madison St								
Sycamore St	0.36	2000	G	94%	0%	5% 0% 19	6 09	6 F	0.111	F	0.512	2000	G	2003
				From:		Main St		\neg —						
Sycamore St	0.08	1400	G	94%	0%	5% 0% 19	6 0%	6 F	0.125	F	0.533	1300	G	2003
186/				To:		Marshall St								
Sycamore St	0.44	550	G	96%	0%	1% 3% 19	6 09	6 C	0.12	F	0.642	550	G	2003
Sycamore St	0.11	000	•	To:	070	ECL Chase City	0 0,	Ů,	0.12	•	0.012	000	Ü	
ec a mu														
own of South Hill				From:		US 1 Danville St		i						
1 Brunswick Ave	0.16	360	G	96%	0%	2% 0% 19	6 0%	6 C	0.105	F	0.625	360	G	2003
1 Brunswick Ave				To:		SR 47 Atlantic St		i i						
				From:		Field Dr								
2 Charles St	0.28	200	G	94%	1%	4% 0% 19	6 09	6 C	0.108	F	0.636	200	G	2003
2 Charles St	3.20		-	To:	. , ,	Raleigh St	- 5/	i ĭ	3.100	•	0.500	_00	9	_000
				From:		Mecklenburg Ave		<u> </u>						
3 Danville St	0.31	1600	G	96%	0%	3% 1% 19	6 0%		0.115	F	0.667	1600	G	2003
3 Danville St	0.51	1000	3	90 76 To:	U /0	Dortch St	U 7		0.113		0.007	1000	J	2000
				From:										
Dortch I c	0.40	4600	^	<u> </u>	00/	Danville St	/ 00		0.440	_	0.700	1600	0	2000
Dortch La	0.18	1600	G	98% To:	0%	1% 0% 19	6 09	6 C	0.112	F	0.709	1600	G	2003
						Atlantic St		<u> </u>						
Ciald Da	0.00	400	_	From:	001	Charles St	/ ^^		0.440	_	0.505	400	^	000
5 301) Field Dr	0.09	420	G	96% To:	0%	2% 0% 19	6 09	<u>6</u> С	0.113	F	0.565	420	G	2003
						Pace Dr								
				From:		South Hill Ave		⋰		_				
6 Goods Ferry Rd	0.59	1500	G	98%	0%	1% 0% 19	6 09	<u>6</u> С	0.096	F	0.536	1500	G	2003
				To-		Danville St								
<u> </u>				From:		Danville St								
			G	95%	0%	3% 0% 29	6 09	6 C	0.091	F	0.578	1400	G	2003
Lunenburg Ave	0.16	1400	•											
Lunenburg Ave	0.16	1400		To:		Atlantic St								
Lunenburg Ave	0.16	1400												
Again Main St	0.16	1400		To:	0%	Atlantic St			0.096	F	0.723	1400	G	2003

					IVICCN	lenburg Manilena	ice Ai	еа							
Route	Length	AADT	QA	4Tire	Bus	True			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill				From:		N. 11 1 A									
8 Main St	0.69	2300	G	96%	0%	Mecklenburg Ave	1%	0%	F	0.106	F	0.562	2300	G	2003
8 Main St	0.00	2000	•	To-	070	Maple La	170	070	•	0.100	•	0.002	2000	Ü	2000
				From:		Main Street		ĺ							
9 301 Maple St	0.07	NA		<u> </u>		man succi				NA			NA		
381				To:		US 58									
				From:		Mecklenburg Ave									
10 Pace Dr	0.51	1100	G	96%	0%	2% 1%	1%	0%	С	0.086	F	0.692	1100	G	2003
301)				To:		Mecklenburg Ave									
_				From:		SR 47									
11 Raleigh Ave	0.65	930	G	96%	0%	2% 0%	1%	0%	F	0.099	F	0.547	920	G	2003
				To: From:		High St									
11 Raleigh Ave	0.86	670	G	96%	0%	2% 0%	1%	0%	С	0.105	F	0.632	660	G	2003
301/				To:		Charles St									
11)	0.04	NA		From:		Charles St				NA			NA		
(11) (301)				To:		Forest Lane									
				From:		Plank Rd									
12 Thomas St	0.15	2000	G	96%	1%	2% 1%	1%	0%	С	0.094	F	0.535	2000	G	2003
301				To:		Atlantic St									
				From:		Mecklenburg Ave		Ī							
Windsor St	0.49	2600	G	98%	0%	2% 0%	1%	0%	С	0.088	F	0.692	2600	G	2003
301/				To:		Atlantic St									
				From:		SCL South Hill									
523 Goodes Ferry Blvd	0.42	1400	G	95%	0%	1% 0%	3%	0%	С	0.090	F	0.573	1400	G	2003
301				To:		South Hill Ave									
O	0.04	4000	_	From:	00/	Goodes Ferry Rd	00/	00/	_	0.400	_	0.500	4000	•	0000
523) South Hill Ave	0.31	1200	G	95%	0%	1% 0%	3%	0%	F	0.103	F	0.508	1200	G	2003
<u> </u>				From:		First St		-							
523 South Hill Ave	0.22	1900	G	95 <u>%</u>	0%	1% 0%	3%	0%	F	0.091	F	0.554	1900	G	2003
				To:		Danville St									
\sim				From:		Mecklenburg Ave									
529 Chaptico Rd	0.46	2700	G	94%	0%	2% 2%	2%	0%	F	0.087	F	0.549	2700	G	2003
				To: From:		Buena Vista Circle	•								
529) Chaptico Rd	0.59	1900	G	94%	0%	Buena Vista Cir 2% 2%	2%	0%	С	0.1	F	0.676	1900	G	2003
529 Chaptico Rd	0.55	1300	J	To:	0 70	NCL South Hill	2 /0	070	O	0.1	•	0.070	1300	O	2000
				From:											
2519 Plank Rd	0.38	2400	G	94%	0%	Danville St 3% 1%	2%	0%	С	0.084	F	0.640	2400	G	2003
2519) Plank Rd	3.00		-	To:	J /0	Opie St	_ /0	- 7.0 - 7.0	J	3.30→	•	0.040	_ 100	9	_000
				From:		Plank Rd									
2519 Opie Rd	0.26	2700	G	94%	1%	1% 2%	2%	0%	С	0.091	F	0.658	2700	G	2003
				To:		Atlantic St									
\sim				From:		Atlantic St									
2520 McCraken St	0.16	3700	G	95%	0%	1% 2%	2%	0%	С	0.094	F	0.549	3600	G	2003
				To: From:		Lombardy St									
2520) Lombardy St	0.64	3500	G	98%	0%	McCraken St 1% 0%	1%	0%	F	0.102	F	0.552	3500	G	2003
2520 Lombardy St	0.04	0000	3	To:	J /0	Ferrell St	1 /0	570	'	0.102	•	0.002	0000	5	2000
				From:		Mecklenburg Ave									
E Ferrell St	0.32	3900	G	98%	0%	1% 0%	1%	0%	С	0.091	F	0.554	3800	G	2003
301				To:		Lombardy St									
Town of Chase City															
				From:		Marshall St									
A Street		160	G							0.120	F		170	G	2003
				To:	-	Fairground Dr									
				From:		Ogburn St									
Roak St		240	G							0.284	F	0.548	260	G	2003
				To:		Roberts St									

Route Town of Chase City	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Virginia Ave		180	G	From:		Sunset Ln Mason St			0.093	F		190	G	2003
Town of South Hill														
Forest Ln		630	G	From:		Green Hill Rd			0.101	F		670	G	2003
				To:		Stockley St								
High St		160	G	From:		Raleigh Ave Baker St			0.140	F		170	G	2003
				From:		Lombardy St								
Holmes St		100	G	To:		Benton St			0.112	F		110	G	2003